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	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27
Yauwatt ... dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37
Shatin ... dep.	7.03	9.38	10.50	12.21	1.39	4.55	5.50
Taipei ... dep.	7.17	9.53	11.05	12.34	1.53	5.09	6.04
Taipei Market ... dep.	7.23	9.57	11.08	12.38	1.58	5.14	6.07
Fanning ... dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17
Shuang Shui ... dep.	7.38	10.13	11.23	12.53	2.10	5.27	6.21
Shuang Shui ... arr.	7.44	10.19	11.29	12.59	2.16	5.33	6.27

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Sham Chun ... dep.	7.22	8.06	10.37	11.40	2.58	4.38	5.12
Shuang Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19
Fanning ... dep.	7.38	8.18	10.48	11.51	3.10	4.49	5.23
Taipei Market ... dep.	7.48	8.29	10.59	12.03	3.21	5.01	5.33
Taipei ... dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50
Yauwatt ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02
Kowloon ... arr.	8.28	9.09	11.38	12.43	4.01	5.45	6.10

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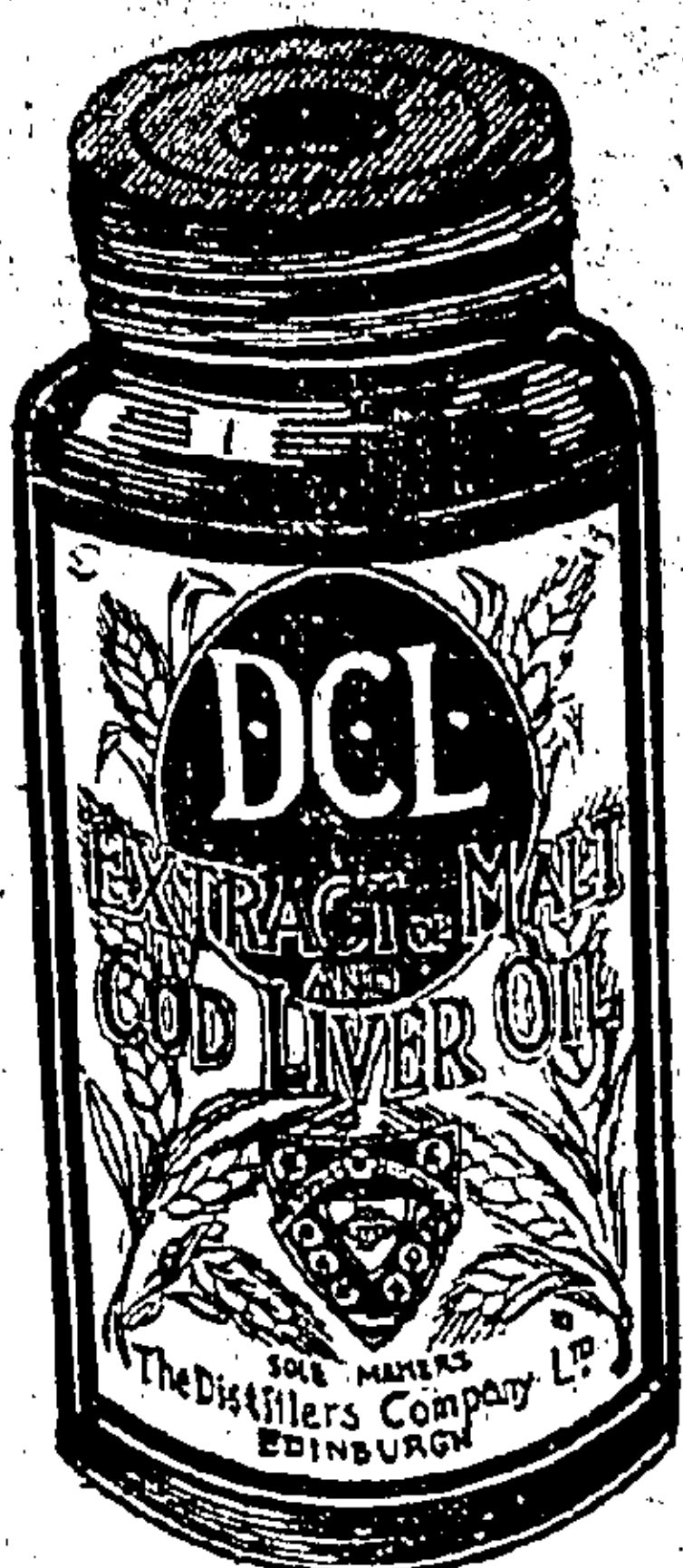
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BRITISH POLO DEFEAT.

THE PRINCE OF WALES PRESENT.

A ONE-SIDED GAME.

The much-postponed international polo match between the United States and Great Britain was played at Meadowbrook on September 14th and resulted in an easy victory for America by 16 goals to 5.

The weather was not particularly promising early in the afternoon for the long-delayed International Polo match, being rather dull and threatening, but the ground was in good condition, and large crowds flocked to the polo field.

The Prince of Wales arrived unostentatiously, accompanied by his party, and took his place in a special box placed at his disposal facing the centre of the field.

The crowd became momentarily denser while, with the sun breaking through and the springing up of a light breeze, the weather conditions were almost perfect.

There was a loud cheer as the British ponies, preceded by the British players, paraded round the field in a long file, followed by the Americans. The teams took the field at 4.15 in brilliant sunshine; the blue sweaters of the British players contrasting vividly with the all-white of the Americans.

DESCRIPTION OF THE PLAY.

The Americans opened with a strong attack, but England recovered the ball at the goal mouth. A scrimmage ensued and Hitchcock was on the point of scoring, when he was brilliantly ridden off by Atkinson. England then set up a counter-attack and, taking the ball to the opposite end, opened the scoring with a free shot by Lacey.

America immediately equalised, Stevenson taking the ball down field for a clear goal. America scored again and led at the end of the first chukker by two goals to one.

America's back-hand work was especially brilliant, and play in the first chukker was of a most spectacular character. The spectators rose in their seats in great excitement. Lacey's striking was magnificent.

At the opening of the second chukker the Englishmen struck out for the America goal, but the Americans endeavoured to keep the ball in British territory. Lacey, however, with brilliant run through, carried the ball back to the American goal. The Americans then attacked and scored. Atkinson missed a fine opportunity when, after a fine run, he failed to score. Second chukker ended with the Americans leading by 3 goals to one.

Lacey, seemed handicapped in making his back-hand shots by his injured shoulder. Hitchcock scored America's fourth goal from a free shot after a foul. Play continued to centre round the British goal, and before the end of the third chukker the Americans led by 7 to 1.

In the fourth chukker the Americans continued to attack, Stevenson quickly adding two more goals, one as the result of a backhand from the corner post. The game continued to go all in favour of America, and at half-time they led by ten goals to one.

As the game proceeded the Americans' superiority was overwhelmingly demonstrated, and the British team, apart from Lacey, who was outstandingly brilliant, seemed ineffective.

Play in the fifth chukker centred round the visitors' goal, but despite many narrow shaves the Americans failed to increase their score until the last minute when Hitchcock made it 11-1. Hurdall had a good chance to score, but his pony was beaten and he was easily outridden by an opponent. The field appeared to be on the soft side, and between each period a small army of men invaded the ground rolling it and replacing pieces of turf.

In the sixth period Lacey was repeatedly cheered for brilliant single-handed runs, but he had to work alone, his team appearing able to lend him little support. America added a twelfth goal, and shortly afterwards Milburn, with a powerful shot almost from midfield, brought the total to thirteen; the ball just dribbling between the posts.

In the 7th chukker a foul by Hurdall let the Americans in again, Hitchcock scoring easily from the free shot. Shortly afterwards Lacey, with a high scooped shot, scored England's second goal amid relieved cheers from the spectators.

England got another goal right at the end of the seventh chukker, making the score 15 to 3.

In the eighth period Stevenson's pony stumbled, and he was heavily thrown. An anxious crowd of doctors and attendants gathered round his prostrate figure in mid-field, the game being temporarily stopped. Mrs. Stevenson hurried across from the grand stand amid the sympathetic silence of the crowd.

Stevenson was carried off the field. The Prince of Wales immediately sent his query with an expression of sympathy. The game was resumed with Strawbridge substituting.

Result—America beat England by 16 to 5.

HOW THE GOALS WERE SCORED.

	America	England
1st Chukker	2	1
2nd Chukker	1	0
3rd Chukker	4	0
4th Chukker	3	0
5th Chukker	1	0
6th Chukker	2	0
7th Chukker	2	2
8th Chukker	1	2
Total	16	5

BRITISH POLICEMEN.

ESSENTIALS DEMANDED OF THE CONSTABLE.

Why do not more young men prove their patriotism and assure for themselves an honourable and lucrative career by enrolling in the place forces of the country? asks P. N. R. Hill in the *Daily Mail*.

It is not everyone who can become a policeman, and the blue uniform of the civil power is every bit as honourable as the scarlet and gold of the Guards. And still more, it is a testimony to all the world of the high character and physical fitness of the wearer—that, in short, he is a proper man.

These are the essentials demanded of the would-be police officer: in character he must be impeccable; his physical fitness must stand a test even greater than that applied to military men; it is highly desirable that his education should be at least of secondary-school standard, while he must not be under 18 or over 30 years of age.

This is what the country requires of its police officers. In return it offers a career in which advancement depends not on seniority but on capability. The salary paid varies from £185 a year for the newly joined recruit—in addition to allowances—£2,000 or more a year paid to some chief constables of counties and boroughs. These posts are "plums" within the reach of every constable of the right sort; indeed the majority of chief constables are officers who have passed through the ranks.

At the end of 25 years' service there is an excellent pension, equivalent to halfpay, towards which an officer pays 5 per cent. of his annual salary. How this works out in the officer's favour is demonstrated by the fact that one distinguished policeman who in the course of his official career contributed about £400 to the fund has already drawn more than £11,000 in pension.

Few people realise the antiquity and honourable nature of the office of constable, or that the modern police are selected to perform duties for pay which the country has a right to demand from every citizen gratuitously.

It was the Municipal Corporations Act of 1835 that brought the constable as we know him into existence in the boroughs and large cities, but it was the Statute of Winchester in the reign of Edward I. that really introduced him as a power in the Civil Government of the country.

His duties in these days were to "view armour and see to the conservations of the peace," a task for which he received no pay. To-day he still conserves the peace; indeed, his chief duty is the prevention of crime and offences against the laws of the Realm.

THE DOCTOR'S OATH.

"HOLY SECRETS" OF MEDICAL PRACTICE.

The Doctor's Oath, by Mr. W. H. S. Jones, an erudite work recently published, sheds a good deal of light on the inwardness of the question "Should a Doctor Tell?" even when enjoined to do so by a court of law.

What is known as "the doctor's oath" is the "Hippocratic oath" or honourable obligation to medical morality which Hippocrates, the "Father of Medicine," administered to his disciples.

Hippocrates, who was born in 460 B.C., practised in Athens, and a version of the origin of the oath, which Mr. Jones considers "very reasonable," tells us that when it was found necessary to admit outsiders into the hereditary schools of Greek medicine, Hippocrates administered an oath in order to secure candidates of a suitable character.

In its pagan form the Hippocratic oath is fairly familiar. "The Christian oath has never been published before" in its present appearance, Mr. Jones states, in this book. Despite certain differences, the general purpose of both is the injunction of strict morality. Both require the doctor to swear:

"I will not give poison to anyone, though asked to do so. Nor will I suggest such a plan."

In both, the obligation of secrecy is virtually identical. In the Christian oath the doctor swears:

"Whatever in the course of practice I see or hear (or outside my office in social intercourse) which ought not to be published abroad, I will not divulge, but keep such things to be holy secrets. Now if I keep this oath and break it not, may God be my helper in my life and art, and may I be honoured among all men for all time. If I keep faith well, but if I forswear myself may the opposite befall me."

The oath taken by Glasgow medical students on graduation "is also given. It requires the doctor: "solemnly and sincerely" to declare:

"I will exercise the several parts of my profession, to the best of my knowledge and abilities, for the good safety and welfare of all persons committing themselves, or committed, to my care and treatment; and that I will not knowingly or intentionally do anything or administer anything to them to their hurt or prejudice, for any consideration, or from any motive whatever."

"And I further declare that I will keep silence as to anything I have seen or heard while visiting the sick, which it would be improper to divulge."

The noblest prospect which a Scotsman ever sees is the high-road that leads him to England—Johnson. "You are the first Scotsman who has ever gone back," declared the Mayor of West Harlepool, when Thomas Brownlee, a young Scot, charged with begging, said he was making his way back to Scotland. The Mayor himself a Scotsman—"You are discharged on the understanding that you go back to Scotland." As prisoner was leaving the dock the Mayor, turning to an officer, said, "Show him the North road out."

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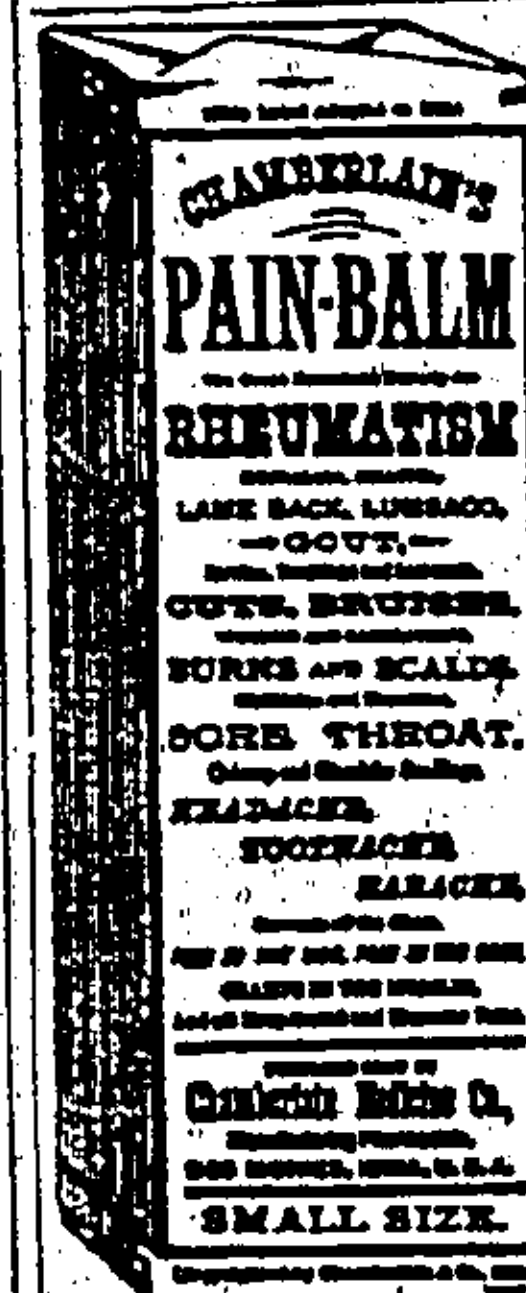
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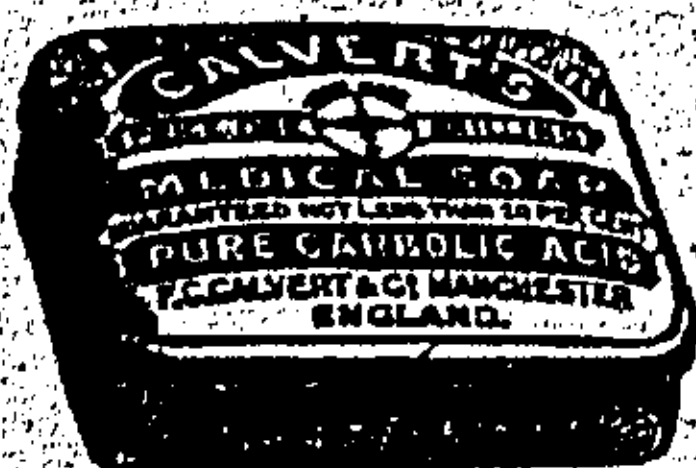
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TRADES CONGRESS AND MOSCOW REDS.

"UNITY IMPOSSIBLE."

THEIR OUTRAGEOUS LANGUAGE.

Shortly after the opening of the second day's assembly of the Trades Union Congress, in the City Hall, Hull, last month, there arose a lively debate on the question of relations with the All-Russian Trades Union Council. It appeared from correspondence quoted in the report of the General Council that, while there is a widespread desire to secure the inclusion of Russia in the international trade-union movement, one of the great difficulties is to induce Russia to agree to the rules and conditions of the International Federation of Trade Unions.

In the view of the Communists, the president of Congress Mr. A. A. Purcell, M.P., and other members of the General Council had not gone as far as they might have done in associating the British trade-union movement with their "Russian comrades" and the decisions of the Vienna conference were keenly criticised.

REDS' "OUTRAGEOUS LANGUAGE."

Mr. Will Thorne, M.P., London (National Union of General Workers) stated that there was another side to the picture. Anyone reading the report of the Amsterdam International could only come to one conclusion, and that was that in consequence of the most outrageous language used by the Moscow Red International it made it impossible for unity to be reached. He appealed to "our friends to make representation to the Moscow Red International to moderate their language against their own comrades." What, he asked, would the delegates say if they were charged by the Reds with being "bourgeois and boss-men"?

Mr. Ben Tillett, M.P., said the delegates ought to take cognisance of the difficulties of the international position in regard to the trade-union movement. He would not admit for one moment that those who attended at Vienna did not do the best that could have been done. Those who represented the General Council had greatest possible sympathy with Russia, and he repudiated most strongly the right of any set of delegates to say they were the only sympathisers with Russia. Apart from home critics, there had been difficulty in the attitude of Germany and the suspicion of France and Belgium. There was even a time when the Amsterdam International seemed to be in danger, and the British delegates had to sink some of their own notions in order to keep the organisation together. Those who attended at Vienna had had some very abusive language hurled at them for their sympathy with Russia, but he ventured to say that even British workers, solid as they were, would, in similar national circumstances, have acted just as the Russian workers had done.

REVOLUTION A MIRACLE.

The Russian revolution, continued Mr. Tillett, was nothing short of a miracle. The Russians had endured incredible hardships with a fortitude which no one would have believed possible in the case of people who had lived under Tsardom. Mr. Purcell and other representatives of the General Council had fought keenly against the reactionary attitude of Germany, France, and Belgium. "And," added Mr. Tillett, "I would be a happier man if I believed I should live to see in London the same sort of processions as have been seen in Leningrad and in Vienna."

They were hoping to organise not a dozen or a score, but forty industrial armies, which would go together in regular order; but that would require time and enormous exercise of patience. The Soviet trade-unionist bodies were of high mental calibre and lofty moral outlook, and some system of ordered co-operation with them would do credit to the British trade-union movement. (Cheers.)

Mr. J. Stokes, of London (Glass Blowers' Trade Society), submitted that there was an inherent incompatibility between British trades unionism and the Red movement, as exemplified in Russia. The Red International could see no virtue in many practical political reforms, such as insurance unemployment pay, and could see salvation in nothing but direct action. NO DICTATION.

Mr. C. T. Cramp, of London (National Union of Railwaymen), said that, while appreciating what their representatives had done at Vienna, he thought the time had come when a warning must be issued that British trade unionists should not accept dictation from other people, but should meet them on equal terms. Recalling his first contact with Soviet representatives, he deplored the tendency which he noticed at that time to fall down and worship them as idols. He desired to work with their Russian comrades, whom he had found to be sincere and straightforward men—much straighter men than some of those whom they employed in Great Britain—(laughter and cheers)—and he hoped that when this question was reconsidered it would be viewed from the standpoint of trade-unionists who, like themselves, could conform, to some extent at least, to some form of standing orders such as their own. There were people of a "slave mentality" who were prepared to worship all they could in Russian Sovietism, but Congress must not tolerate any outside dictation. (Cheers.)

Mr. D. Frankel, of London (Tailors and Government Workers' Union), said that the point to be borne in mind was that Reds and moderates alike ran up against capitalism. As for the abusive language used by the Reds, of which the moderates complained, he reminded the delegates that the speeches were delivered in Russian, and on being translated into English no doubt became very much more terrible. (Laughter.)

(Continued on next column.)



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Days of Week	Day of Month	HIGH WATER				LOW WATER			
		H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	23	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		4 22	6 4	10 10	2 7	4 47	4 7	10 10	2 7
Fri.	24	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		7 11	5 5	11 50	4 7	7 11	5 5	11 50	4 7
Satur.	25	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		6 38	6 7	10 44	4 2	6 38	6 7	10 44	4 2
Sun.	26	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		7 29	6 9	1 29	3 5	7 29	6 9	1 29	3 5
Mon.	27	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		8 19	7 0	2 13	3 3	8 19	7 0	2 13	3 3
Tues.	28	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		9 8	7 2	3 29	3 1	9 8	7 2	3 29	3 1
Wed.	29	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		9 56	6 6	3 40	1 8	9 56	6 6	3 40	1 8

AN ELEVENPENNY REVOLUTION.

Mr. J. Sexton, M.P., said the last speaker had talked about the exploitation of the British capitalist system, but he forgot, no doubt, that the Soviets' representatives had come cap in hand to Capitalist Britain for a loan to enable them to carry on their work, thus practically admitting the futility and absurdity of their attempts to make "an artificial Communist basis in a world-wide desert of private ownership." "God knows," said Mr. Sexton, "that I want an international, but let it be a sane international. With whom are we asked to associate? We have heard from Moscow that twenty-five men have been appointed to govern the whole world—in other words 'the Three Tailors of Tooly-street' have been magnified into twenty-five. (Laughter.) One of them, an ardent pacifist, is reported to have paraded in Moscow in a general's uniform, with a sword at his side, covered with military honours. Another, also a pacifist whom—may God forgive me—I was responsible for bringing into the Labour movement—(laughter)—landed back in Dublin, and told the proletariat there, as a guarantee of his good faith, that he had come back to start 'a bloody revolution' with elevenpence in his pocket. (Laughter.) I submit, with all due seriousness, that you cannot start, with any hope of real success, a bloody revolution on elevenpence—(loud laughter)—though I admit that if he had stretched it to 1s. 11d. he might have had some ground for hope. (Renewed laughter.) "Is it not true," concluded Mr. Sexton, "that this Congress, and other sane Labour bodies, made up their minds to have done with this comical banking and bluffing, and repudiated, instead of pandering to, these people?" (Cheers.)

The discussion was brought to a close by the passing of the "next business" motion.

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CHUN WAN	CHAI WAN KOK	5 "
CHAI WAN KOK	SUN CHANG	7 "
SUN CHANG	SUN CHANG	5 "
SUN CHANG	CHUNG LUNG TON	3 "
CHUNG LUNG TON	TAI LAM CHUNG	10 "
TAI LAM CHUNG	BOO KOO MOK	5 "
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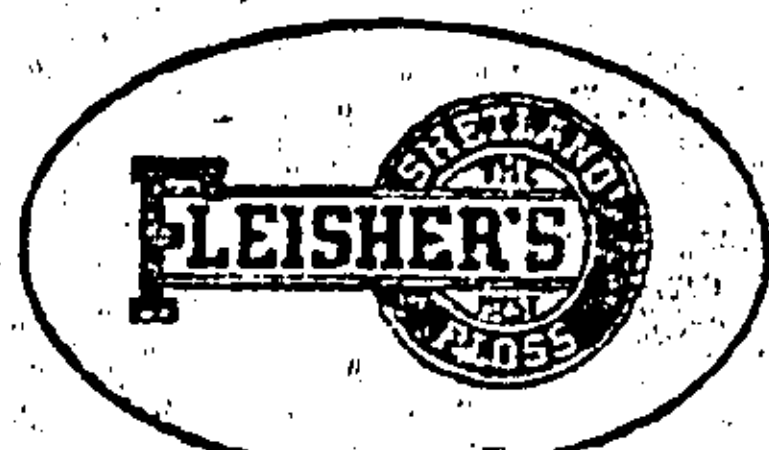
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JAPAN'S OUTLOOK.

THE PESSIMISTIC VIEWS OF A FINANCIER.

CONTRACTS ABROAD AND AT HOME.

Mr. Inoue Junnosuke, the former Governor of the Bank of Japan and the Finance Minister under the Yamamoto (or "Earthquake") Administration, who has recently returned from a seven months' tour in Europe and America, contributes an interesting article on the situation to the *Taiyo* ("Sun") for the current month, which is translated by the *Japan Chronicle*.

My recent travels abroad, he says, have furnished me with much material for thought and reflection. There is nothing like a detached point of view for seeing one's position just as it is. In the midst of the terrible confusion ensuing on the terrible catastrophe, when busied in devising remedial measures, one was only filled with vague fears and ideas about the future of the country and like matters. On observing the situation here from a separate environment abroad, however, those fears and ideas have become defined. In fact, those fears have been so intensified as to produce a sense of irritation and exasperation. In this way my journey has by no means been in vain.

After giving his impressions of England, France, Germany and the United States, he writes:

THE TIDE OF NATIONALISM.

A tide of Nationalism has swept over the world since the war. The League of Nations has been formed in order to counteract the tendency, but I was disappointed to find in the many opportunities which I had to come in contact with Europeans of different nationalities in the course of my trip, that the minds of the nations are turning from the conceptions underlying the League of Nations to Nationalism, and that they are eager to push the cause of their respective countries all the while that they are loudly proclaiming apparently fair and disinterested opinions. Nor is there perhaps anything unreasonable in this. National solidarity is perhaps the best means to restore the shattered culture and economy of each country—the only means to protect them from the results of others. Anyhow, whether it is to be regretted or greeted with joy, it is undeniable that the centre of the world's thought is moving from Inter-Nationalism to Nationalism.

JAPAN'S DISASTER.

In what light is the earthquake disaster that befell Japan viewed by Europeans and Americans? It would seem that they do not regard it as so heavy a blow to Japan as we ourselves believe, probably because they have had some experience of big earthquakes, such as those in Italy and in San Francisco. What made them more uneasy about Japan than the earthquake was the rapid succession in which short-lived ministries have been formed and overturned since the earthquake despite the serious situation in which the country has been placed by the disaster. It is undeniable that the ministerial changes have done a great deal to lower the credit of the country. I have often heard expressed such doubts as "Is not some big change impending in Japanese society?" or "Will Tokyo and Yokohama ever recover in their former condition?"

THE FAILURE OF EMIGRATION.

As I viewed the various countries I visited on my trip, while I was impressed more than ever by the national and family constitution in this country as being most excellent of any in the world, I saw that the natural and material resources in this land of ours are most regrettably scanty. The output of coal and petroleum, the basis of modern industry, is not large, the production of oil being in a particularly deplorable state. As for the output of iron, it is practically nil. But what one cannot help observing with envy when abroad are those fertile green to the horizon fields which are found in abundance in America and China and so on. With all this deficiency in natural advantages, ours is the most densely peopled country in the world, while the annual increase in population amounts to 700,000. How is so large a surplus to be disposed of? Emigration is the remedy that suggests itself first to the common mind. But emigration is not so easy an affair as people suppose. While it is national and just that there should be no national frontiers to debar a fair and equal distribution of population all over the earth, one comes across the barriers of Nationalism everywhere and the door of every country is shut against foreign emigrants. Moreover, emigration has been talked about for thirty years since a batch of emigrants were shipped to Hawaii for the first time in mid-Meiji days, but the Japanese emigrants not only in America but also in China, Siberia and all over the world do not number more than 700,000. In other words, it has taken thirty years for 700,000 Japanese to emigrate while the same figure represents the annual increase in population here. This being

(Continued on next column.)

CHINESE MARRIAGES.

NECESSITY FOR PROPERLY REGULATED CODE.

The District Judge at Singapore had an interesting case to decide last week in which a Chinese lady, named Soon Woon Seng sued her husband, Mr. Ang Kiang Hee, for maintenance. Mr. J. Laycock appearing for the wife and Mr. M. V. Pillai for the husband. Mr. Pillai's contention was that the marriage ceremony was under the republican reformed style, and really was no marriage at all. The lady in her evidence stated, in reply to Mr. Pillai that there were no joss sticks in the library, where the ceremony took place in February of last year. She also never saw any red candles burnt. Her husband gave her no present of any kind for the marriage and she did not give him one. His grandmother was not present at the ceremony; her mother was there. She (as bride) did not kowtow either to her own mother or to that of the defendant.

The magistrate, in the course of the proceedings, commented strongly on the necessity of a properly regulated code for Chinese marriage and observed that a late Chief Justice of the Straits Settlements, Sir John Bucknill, had spoken strongly in this connection. He thought it was a matter for the attention of the Secretary for Chinese Affairs.

Mr. Pillai said that the only thing they relied on as a guide was the Six Widows Case. The marriage, however, was under the Chinese reformed marriage style.

Mr. Pillai's preliminary objection was that the Court had no jurisdiction to try the case. It was a sort of action, he thought, that should be tried by the Supreme Court.

Mr. Laycock contended that if that objection prevailed then any defendant of the Chinese or Hindu races had only got to come to Court and say there was no marriage and then the jurisdiction of the Court would be ousted, and the complainant would have no remedy. There were two questions, firstly, whether the reformed style of marriage would be a valid marriage according to the law of China and, secondly, even if valid according to the law of China it would be in the Straits Settlements. The requisites of a valid custom in the Straits Settlements were the same as the requisites of a valid custom in England, namely certainly, reasonableness and immemoriality. In the present case, of course, it could not be said that this custom was immemorial as the new form of marriage had only come into practice during the last few years.

The magistrate said he would reserve his judgment on the preliminary point as to whether he had jurisdiction to hear the case.

so, emigration is hardly an adequate solution for the problem of over-population in this country. It is suggested by some people that manufacturing industries should be developed in order to support the surplus population. But the difficulty is how industries are to be developed to the necessary extent. The only remedy is to equalise the population within the borders of the country by encouraging emigration into comparatively less densely populated parts of the country such as Korea, Hokkaido, Saghalien, Formosa. A good example in this direction is afforded by Germany. Germany is, naturally, more favoured than this country, but much less so than other nations, but the Germans have succeeded in making science a substitute—more than a substitute—for natural advantages. In short, there is nothing for it but that the nation should solve its problems by its own efforts.

THE NEED OF READJUSTMENT.

In conclusion, Mr. Inoue emphasises the need of readjustment along all lines. Coming as it did on top of the after war reaction and prevailing economic depression, he says, the earthquake has dealt this country a heavier blow than the war has done the European nations. It is no exaggeration to say (he declared) that economically we are now in a chaotic period, whereas Europe has already entered upon a stage of readjustment—the readjustment of which the success is now assured by the Dawes scheme. From this point of view, it may be said that the earthquake has made this country lag far behind others on the path of economic recovery. So long as it was depressed equally with the rest of the world, there was no occasion for us to feel particularly downcast. But when the economic wave is up for the other world and still down for this country, not only is it very difficult for us to come up with them but there is great danger of our being crushed and smothered by the upper wave. The danger is all the greater, I fear, when the nation is so unconscious of it. Prices are still high. As for the rate of interest, it is as bad as in barbarous countries. Complete overhauling is evidently necessary in regard to finance, economy, the industrial system, foreign trade, everything. And unless the work be prosecuted with greater resolution and effort than those exhibited by the European nations in their task of reconstruction, it is to be feared that the country will never be saved.

THE RUSSO-JAPANESE NEGOTIATIONS.

SOVIET VERSION OF THE SAGHALIEN OIL QUESTION.

[ROSTA NEWS AGENCY.]

PEKING, October 8th.

The Russo-Japanese negotiations have entered upon their final and decisive stage, according to a statement made to Press representatives at the Soviet Embassy. While the principal questions at issue before the opening of the parley were those of the old debts and treaties and the Nikolaevsk affair, to-day Japan has suddenly linked the fate of friendship with the Soviet Government with the question of Saghalien oil.

The question of debts and old treaties has already been co-ordinated by the two Parties, and there remains but to make slight corrections in the wording. As for the Nikolaevsk Affair, inasmuch as it was a question of material losses, it has been dropped out of the present negotiations, both Parties agreeing upon an article providing for all mutual State and private claims being considered at a future conference. As regards the evacuation of Saghalien, it is an undisputed question, the only danger being that Japan has drawn out the parley to such a length that hostile elements have now an excuse for breaking up an agreement under the pretext that evacuation is actually a practical impossibility.

Then, there is left the question of concessions in Saghalien. It must be stated that in this question the Soviet Government has made very large concessions during these last days. It has agreed to 40 per cent. of the Saghalien oil-fields being leased to Japan as a concession. However, Japan insists on having the eight districts which she has selected herself and which, previous to the Japanese occupation, were almost the only districts where it was certain that oil was to be found. In other words, Japan's demand amounts to a claim over all the oil known to exist in Saghalien. True, the Japanese side denies it, but in view of the Japanese occupation we are deprived of the possibility to ascertain the correctness of their statement, and therefore, we propose a fair and honest way of dealing with the situation, a method which is quite a usual one. What we propose is to grant 40 per cent. of oil, while the basis, that is all the oil-containing areas that exist in the island, from which this percentage is to be taken, will be determined by both Parties at a future conference. Besides that, the Soviet Government agrees to give Japan one thousand square versts, it being provided that Japan is to make oil investigations in this huge territory for a period of five years, also receiving at her disposal 40 per cent. of the oil resources eventually discovered.

There is yet another dissension in this question of concessions, and that is in the matter of royalties. While Japan wishes to hand over to the Soviet Union from 5 to 15 per cent. of the net output, we insist on a percentage of from 10 to 15.

Things are more simple with coal. Japan desired that we should grant her a concession in the closed district, but we declined to discuss this point, and most probably Japan will realise that her wish is impossible. As for the royalties for the coal mines, Japan agrees to hand over 5 per cent. of the output, while we insist on from 5 to 10 per cent.

At the present moment, the fate of the Conference depends on the commercial calculations of Japan or those whom Japan wishes to charge with the exploitation of the Saghalien concessions.

These concessions we grant only because we want to co-operate economically with Japan and wish to come to her assistance in her need of oil and coal. However, Japan has no right to demand concessions from us on any ground. Still less is it possible to make the restoration of relations between the two countries—which has an immense importance for all the world—dependent upon commercial calculations.

From the very outset we were saying that the negotiations should not be allowed to be complicated with minor points. But Japan wished to do so, and now we have been drawn into endless details, which are threatening the favourable outcome of the Conference. Anyhow, the next few days are decisive. It would indeed be a pity to postpone yet for another year the re-establishment of relations now that nearly all the questions have by high been settled.

INTIMATIONS

THEATRE ROYAL.

ITALIAN GRAND
OPERA CO.

50 ARTISTS

UNDER DIRECTION OF

MR. A. CARPI.

TUESDAY, 28th OCT.

TROVATORE

WEDNESDAY, 29th OCT.

FAUST

THURSDAY, 30th OCT.

AIDA

FRIDAY, 31st OCT.

TRAVIATA

SATURDAY, 1st NOV.

RIGOLLETO

BOOKING AT

ANDERSON'S.

VEREENIGDE NEDERLANDSCHE
SCHIEPVAART-MAATSCHAPPIJ
(UNITED NETHERLAND NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM ROTTERDAM, AMSTERDAM,
HAMBURG AND BREMEN.

THE Steamship "SCHIEDJIK (2)" having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not claimed by the 27th October, 1924, will be subject to Sale.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 25th October, 1924, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within ten days after arrival of Steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN LIJN, General Agents, Hongkong, 18th October, 1924. [1388]

G. E. WARREN & CO., LTD.

SANITARY ENGINEERS.

MONUMENTALISTS

OFFICES 31D, WYNDHAM STREET,

HONGKONG.

ESTIMATES FREE FOR COMPLETE

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HOT WATER SYSTEMS, &c.

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CUT FROM

ITALIAN MARBLE—POLISHED and/or

FINE FINISHED HONGKONG

GRANITE.

ARTIFICIAL WREATHS IN STOCK. [1388]

To the Publisher

"HONGKONG WEEKLY PRESS"

1A, CHATER ROAD, HONGKONG.

Please send me the

"HONGKONG WEEKLY PRESS".

From 1924, to

addressed as follows:

DOUGLAS CO. WIN TREVESSA TROPHY.

KEEN CONTEST IN HARBOUR.

Great interest was evinced yesterday in the second bi-annual ships' lifeboats race for the Trevesa Trophy, promoted by the Royal Hongkong Yacht Club. Launches left Blake Pier yesterday afternoon and made for the starting place at Channel Rocks, where the lifeboats were assembled.

Each ship was not allowed to enter more than two boats, and the number that started was nine, six of which were from Dutch vessels.

Commodore H. E. Grace and Captain T. Arthur acted as umpires, and the course was as follows:—Start from Channel Rocks, Kowloon Rock (P) Mark boat off Yacht Club (S) Cast Rock Gas Buoy (P). Finish at Yacht Club across line West to East.

A perfect start was made. No. 6 boat, that from the *Hai Hong*, taking the lead. No. 9 boat from the *Tjiliewong* was unfortunate and dropped behind. At that time the *Van Overstraten* boat was the only danger that No. 6 had to fear, and these two boats kept well together. *Hai Hong* managed to maintain the lead right up to the Cast Rock Gas Buoy when the Dutch boat just passed it, but in the manoeuvring around the buoy the *Hai Hong* pressed forward and led right to the finish of the course. These were the only two in the race, for the others were well behind, though the Douglas lifeboat only won by 18 seconds. The race between Douglas and J.C.J.L., was close from start to finish, and the issue was ever doubtful.

The boats which took part in the race, with their officers, were:—

1. *Van Overstraten* (Dutch), G. Weber.
2. *Juen Sang* (J.C.J.L.), J. McCabe.
3. *Tjilini* (J.C.J.L.), H. Tobbe.
4. *Tjilini* (J.C.J.L.), A. Wardley.
5. *Tjilini*, G. Dunschoff.
6. *Hai Hong* (Douglas), W. Cooper.
7. *Tjiliewong* (J.C.J.L.), H. K. Koster.
8. *Awanehew* (B. & S.), J. A. McKinley, M.C.
9. *Tjiliewong* (J.C.J.L.), D. A. Klessen.

The winning boats were: The *Hai Hong*, 1 (40mins. 53.20secs.), the *Van Overstraten*, 2, 40mins. 53.38secs. and No. 7 *Tjiliewong* (40mins. 53.01secs.) No. 9 did not finish the course.

CLUB HOUSE CEREMONY.

At the conclusion of the race a pleasing little ceremony took place in the Club House.

After announcing the first three boats, Capt. T. Arthur, Vice Commodore of the Yacht Club, reminded those present that the race was inaugurated to commemorate the magnificent exhibition of courage and discipline on the part of Capt. Foster and officers and crew in their tussle with the ocean forces over three weeks in open boats, and their eventual success against enormous odds.

He asked the competitors in the race to accept the thanks of the Committee and members of the Yacht Club for the sporting race they had enjoyed watching and he offered congratulations to the winning boat's crew, who deserved their victory.

He hoped that future contests for this Trophy would be as well fought out. He called upon Commodore Grace to present the Trophy, and also the souvenir to the winner.

The Commodore then presented a souvenir cup to the winning helmsman, and also a silver ship (the Trevesa Trophy) to Mr. H. P. White, of the Douglas Steamship Co. The Commodore said it gave him great pleasure to congratulate Mr. Cooper on having won the race. It was very pleasing to know that Mr. Cooper was an old seaman and saw something of the sea before he joined the Company he was now with.

CLUB'S REGARDS.

The Club offer their thanks to their Dutch friends for their numerous entries, but were sorry that the representatives of old established firms in Hongkong were conspicuous by their absence.

INTERPORT CRICKET.

FINAL SELECTIONS FOR THE SHANGHAI TEAM.

The following have now been invited to play against Hongkong next month: Peck, Carr, Bhoores (J. H.), and Gardner. If the local military situation permits, it is hoped that the team will consist of Captain Barrett, Dr. O'Hara, and Messrs. Olfendessen (H. B.), Quayle, Barnes, Leach, Rawdon, Clifford, Peck, Carr, Bhoores (J. H.), Gardner and A. N. O'Her.

VETERAN FIRST IN RACE ACROSS HARBOUR.

C. J. COOKE'S FINE VICTORY.

The Open Swimming Race across the harbour from Kowloon to the Praya wall at Hongkong, next to the Victoria Recreation Club, was contested yesterday afternoon, and resulted in a decisive victory for a veteran of local aquatics, Mr. C. J. Cooke, who won the same event fifteen years ago.

Fourteen swimmers took the water shortly after 3 p.m., having been started by Lt. Comdr. Conway Hake, R.N.R., who gave them the preliminary information that a strong flood tide had started to run.

The men kept together for the most part in the early stages, George, Lyon and May being in the lead. Jacob bore away on a course well to the eastward.

After about a quarter of the distance had been covered, Cooke began to draw away from the others, and speedily established a commanding lead, which he kept on increasing until he touched the Praya wall, a winner by 1min. 31.1-5secs.

The competitors' order of finishing, and times, were as under:

C. J. Cooke	26mins.	11.4-5secs.
A. May	27	43
J. Johnston	28	15
E. W. Ralston	29	17.2-5
L. Lyon	29	23
A. George	30	53.2-5
B. Assumpcao	32	32.2-5
Easterbrook	33	23
Smith	34	13.2-5
Ryans	34	35
Tarpow	34	39
White	41	37.2-5
Rabet	50	

After the race, the prizes for the three harbour events were presented to the successful competitors by the Hon. Sir Claud Severn.

In a short speech, Sir Claud expressed his regret that he had not been able to witness the harbour races on Monday and Tuesday. He warmly congratulated Miss Molly Groundwater on her achievement in winning the ladies' race three years in succession, and securing the Cup outright. Much cheering and applause greeted the speaker's eulogistic allusions to "our old friend, Mr. Cooke," who, said Sir Claud, owed his victory very largely to superior tactics.

Sir Claud paid a well applauded tribute to the Hunt girls, both of whom finished the course.

EUROPEAN LADY ROBBED.

THREE MEN CHARGED WITH SAVAGE ASSAULT.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, Au Hing, a boiler-maker, Leung Hung Kwan, a carpenter, and Mak Kam, a P.W.D. watchman, were charged on remand with a robbery with violence against Mrs. Deacon, of 21, Broadwood Road, on October 4th.

The complainant, whose throat and left wrist were bandaged, described in the witness-box how she was attacked. At about 10 a.m., she said, she walked down Broadwood Road intending to take a tram. She had \$31 in her handbag and was wearing a crystal necklace and earrings. She was suddenly seized from behind. She knew that her assailants were more than one, but could not tell their actual number. They threw her to the ground, and as soon as she could rid herself of a quantity of earth which had got into her mouth, she screamed loudly. One of the men wrenched at one of her earrings, nearly tearing her ear off. Another struck her a severe blow on the temple.

Another man, continued the witness, tugged at her necklace with such force that it was broken, and a severe cut made in her throat. She was left lying in the road, but managed to get up in time to see the men, whom she then knew to be three in number, running down the new pathway leading to Causeway Bay. She was then in a hysterical state, and screamed continually. Dr. Aubrey came along in a chair, and she told him what had happened. He at once ran and tried to overtake the men, but without success. When he came back, witness went with him into No. 4, Broadwood Road, and telephoned to the police.

A small Chinese boy, employed in a rice-shop, who had been delivering rice on the morning in question, gave evidence that he saw the men running away, and a little later on coming upon Mrs. Deacon screaming and gesticulating, he blew his whistle.

The men were remanded until next Monday afternoon.

UNIFICATION TO COME IN THREE YEARS.

MARSHAL WU IS CONFIDENT OF SUCCESS OF HIS PLANS.

Unification will come after three years, according to a statement made by Marshal Wu Pei-fu in an interview with a foreign editor of the *Yi Shih Pao*. This year will see the complete subjugation of Chekiang and the Three Eastern provinces, while next spring Marshal Wu will deal with Hunan. From next fall to the spring of 1926 he hopes to settle the situation in Kwangtung and Kwangsi. With the latter two provinces brought into the fold of the Peking Government, it is easy to deal with Yunnan and Kweichow, which task he expects to be consummated in the autumn of 1926. Marshal Wu, however, does not consider the country united until Mongolia and Tibet are also brought to acknowledge the authority of the Central Government, but he is confident that with China proper swearing allegiance to a central authority the task of dealing with these two dependencies will be considerably facilitated.

Asked when the war of suppression against Chang Tao Lin would end, he said he would finish it in two months. He added that his troops were well equipped for winter fighting. He also scouted the possibility of an air attack on the capital from Mukden, saying with a great show of confidence that there was not the slightest danger from that quarter, inasmuch as the Fengtien aviation corps has no plane that can carry gasoline sufficient for a six-hour continuous flying which is necessary for an attack on Peking from the air.

Although official report still claims that Chaoyang is in the hands of the Government troops, Marshal Wu perhaps inadvertently let the cat out of the bag when he said that there was considerable truth in the report of the capture of that city by the rebels, since the garrison there was not more than a thousand men strong, while Government reinforcements were unable to reach there on time.

However, he hoped everything would be all right after the arrival of these reinforcements.

Queried as to the duration of the war in the South-east, he replied: "Within the next few days." Concerning Dr. Sun Yat Sen he said that he stayed at Shaokwan only a few days and was now back in Canton again. He did not believe that the Canton leader would carry out his threat of an anti-Government expedition just now.—*N. C. Standard*.

MR. MOLLER'S AFFAIRS.

75 PER CENT. SECURED TO CREDITORS.

An announcement that the creditors in the bankruptcy of Mr. Eric Moller will receive 75 per cent. of their claims was made in the course of an application heard by his Honour Judge Sir Skinner Turner in the Supreme Court last week.

Mr. A. G. Mossop appeared for Mr. Moller, and Mr. C. Mansel Reece for the Yangtze Insurance Co., Ltd.

Mr. Mossop said this was a motion applying to the Court for final approval of the composition as proposed by debtor and duly accepted by the majority of creditors at a meeting held on June 3rd and provisionally approved by the Court on July 14th. The application also was that there should be a discharge of the receiving order made against Mr. Moller on May 20th.

Counsel read an affidavit filed by Mr. Moller showing that there had been a full disclosure with regard to the property known as "Fairland," and the charges on it, and proceeding by my letter dated July 15th, and signed by me, creditors, the Yangtze Insurance Association, Ltd., on behalf of themselves and as trustees for any creditors, to accept from Mr. E. Moller as second mortgage on "Fairland."

Counsel added that everything had now been done which was found to be necessary at the time the Official Receiver presented his report and expressed himself as being in favour of the composition being approved. The terms of the composition were such that the creditors would receive far in excess of 5s. in the £, 75 per cent. of their debts being secured by this mortgage.

His Lordship—I do not want to go into details of the composition. It has already been approved subject to the giving of certain particulars and the drawing up of certain documents, and that has been done.

Mr. Mansel Reece—Yes. We have no objection to this application to-day.

His Lordship—The conditions having now been complied with, I formally approve of the composition. The receiving order made against debtor is now rescinded, and costs will be governed by the order I made on the last occasion. I can only say I am glad this has gone through, that the composition has been arrived at and that the receiving order against Mr. Moller has gone.

A FENGTIEN BOMB.

CHANG TAO-LIN'S PROPAGANDA BY AIRCRAFT.

CHIHILI'S GREAT SUFFERING.

MURDER FIGHTING FOR SAFETY.

The following is a literal translation of a propaganda pamphlet dropped from one of Chang Tao-lin's aeroplanes:

Oh, what great suffering the people in Chihli have undergone during the past two years! They have suffered from a reckless increase of taxes and duties, allocation of funds and forced subscriptions; which would have been intolerable even in prosperous years, let alone during a period of serious flood; when all their houses and properties, cattle and crops, friends and relatives are either ruined or have perished. I, the Commander-in-Chief of the Fengtien Forces, was born in Fengtien but my grand-fathers were natives of Chihli. How can I forbear on hearing of such a pitiable condition! Politically, there are differences between Fengtien and Chihli, but in relationship, we are all a part of the 400 million brethren of the Republic. How can I refrain from giving you my "salvation"? Therefore, on hearing of the flood I sent men to Chihli to investigate, and accumulated funds and funds for relief work.

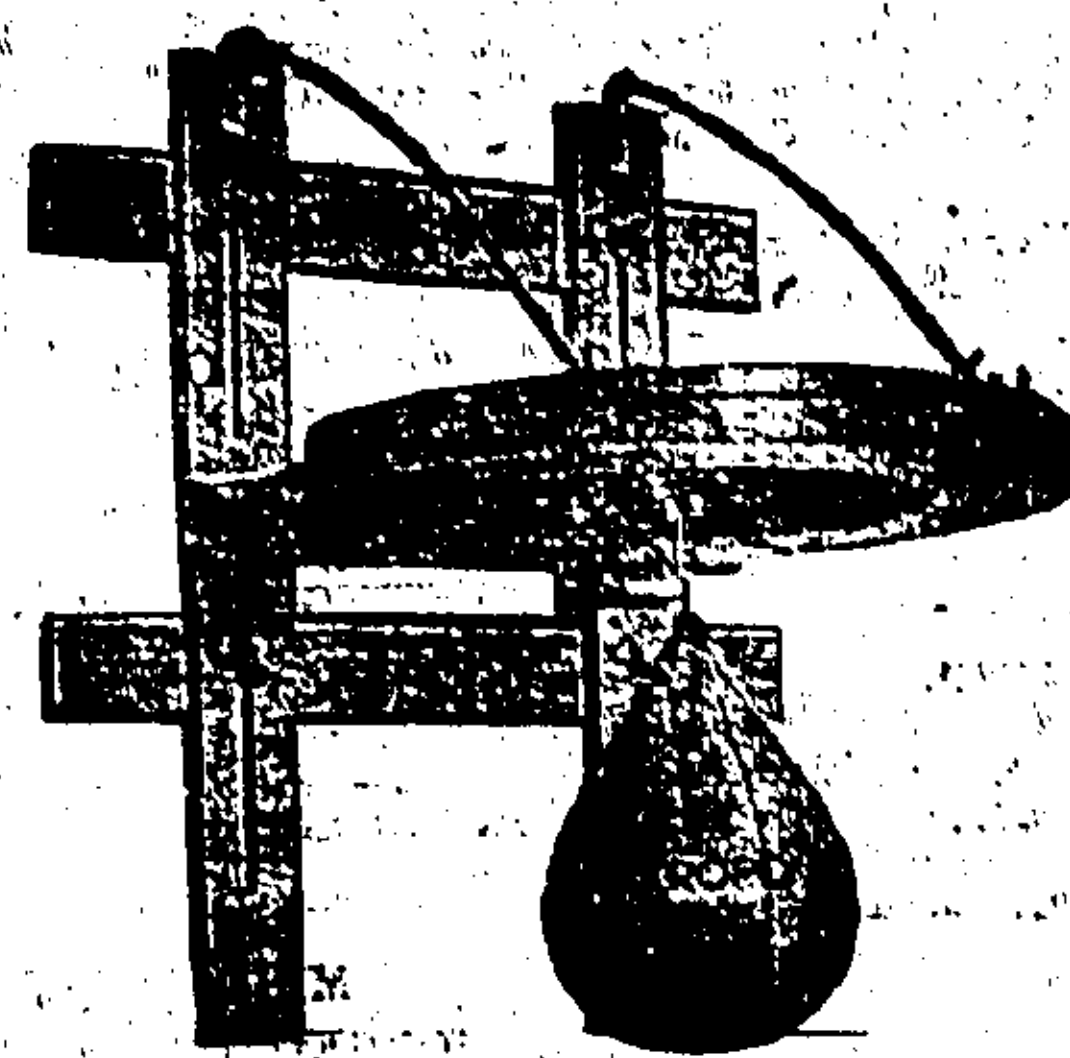
Although I am a neighbour, I have tried my best to help you. While Tsao Kun is a native of Chihli, I do not hear he has done you any good other than the blank mandate condoling with the flood situation. Tsao Kun has driven away Presidents Hsu Shih-chang and Li Yuan-hung and in proclaiming himself President of the Chinese Republic, should have done more to his native land than any body else. Not only does he not like to spend any money for the relief work, but he dared to frustrate our purpose by saying that "Chihli has suffered drought for many years. This flood will do them good." The people of Chihli must have violently offended him; otherwise how can such cruel words be spoken. Somebody says that he has not the money to do the relief work, but if you go to Tientsin or Paoingfu you will find that large tracts of lands are being bought, beautiful buildings and gardens are built, and various shops have been opened, by him. And if you say that these are all his own money then not to mention others, but ask: where has that ten million and odd dollars, which he had obtained through the loss of more than 140 million dollars of the country by recognising the German Bonds, gone to? Last year he squeezed millions from the people to bribe the M.P.'s for his own election, and this year he again tried to obtain money from various undignified sources in order to carry war against his own people.

According to reports published in newspapers, he has also appropriated the United States' Relief funds for war purpose, while the people are suffering from cold, starvation and even death. He did not allow others to accomplish what he has evaded, and as though he feared that the people, as a whole, would not die in time, he ordered Wu Pei-fu and Chi Hsi-chuan to attack Chekiang. He not only refrained from saving the people from disaster, but he used the relief fund to kill the people! Now, I have prepared an abundant amount of food for relief work; it is my only regret that it cannot be sent to you for fear of being plundered by the Chihli troops. During these years Tsao Kun has acted under the thumb of Wu Pei-fu. He pretended to work for the unity of the country, and instigated war everywhere, with the result that the people in the provinces of Szechuan, Hunan, Kwangtung and Kwangsi have all undergone a bloody massacre, the death roll of which is intolerable. Now his troops are attacking the most peaceful province, China ever had. It seems that he will not spare a drop of blood until those who oppose him are got rid off. I have sent delegates to Peking to ask for the reason of the attack on Chekiang, but he pretended to be quite ignorant of the fact. It is ridiculous that a "President" should know nothing at all of the actions of his most trustworthy favourites. Since he is so fervent in war, the country has plunged into a most pitiable plight. Besides he is carrying on war with Chekiang, he is transporting troops to invade the Three Eastern Provinces.

Should I tolerate and not intervene, then not only the people of Peking and Chihli but also as the Three Eastern Provinces will suffer tremendously. I, therefore, command all the forces of Manchuria to fight for the safety of the people and for getting rid of an evil from the country. All of our soldiers are strictly kept to discipline, and will in no way do harm to you. Moreover we have brought with us food for relief purposes which will be distributed to you as soon as opportunity affords.

PUNCH THE BALL

AND KEEP FIT.



ALL ACCESSORIES IN STOCK.

SCULLING.

TRY A STEADY "28" IN YOUR BEDROOM.

— EVERY MORNING —

ON OUR HYDRAULIC ROWING EXERCISER.

LANE, CRAWFORD, LTD.

FOR QUALITY SPORTS GEAR.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.

GENERAL MANAGERS,
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VOCAL SCORE . . . \$3.50

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"VIYELLA"
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GUARANTEED UNSHRINKABLE,
WARMTH WITHOUT WEIGHT,
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SOFT NON-IRRITABLE GARMENTS.

"THETA"
UNDERWEAR.

Stocked in All Sizes



NEW ADVERTISEMENTS

KOWLOON CRICKET CLUB.

TENNIS.

WINTER TOURNAMENT, 1924.

THE Attention of Competitors is directed to the Draw and Booking Sheet posted in the Club House, and an Early Commencement is Requested.

Note—The First Named in the Brackets are Challengers and they are kindly asked to arrange their Matches.

By Order of the
1405] TENNIS SUB-COMMITTEE.

WANTED.

REQUIRED Immediately Male (Chinese) STENOGRAPHER.
Apply—Box No. 1401,
c/o Hongkong Daily Press.
1401]

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR STRAITS, COLOMBO, AUSTRALIA, HONGKONG, EGYPT, MEDITERRANEAN PORTS & LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SICILIA"
Capt. H. C. Davis, A.R.N., carrying His Majesty's Mail, will be despatched from this Port on or about WEDNESDAY, the 29th OCTOBER, 1924, at Noon, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 23rd October, 1924. [1399]

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "ELBERFELD" having arrived from BREMEN, HAMBURG and other ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained. All Goods remaining undelivered after the 24th instant, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignee and the Company's Surveyors, Messrs. Anderson & Ainslie, at 10 a.m. on the 23rd instant, Thursday.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented to the Underinsured within two weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underinsured for counter-signature.

MELCHERS & CO., Agents.
1386] NORDDEUTSCHER LLOYD BREMEN.

THE HONGKONG AND KOWLOON TAXICAB CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING OF SHAREHOLDERS OF THE HONGKONG AND KOWLOON TAXICAB CO., LTD., will be held at its Office, Asiatic Building, Queen's Road, on THURSDAY, the 30th DAY OF OCTOBER, 1924, at 5 p.m. for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Year ended 30th April, 1924, and of electing Directors and Auditors. The REGISTERED BOOKS will be CLOSED from the 23rd to the 30th OCTOBER, 1924 (both days inclusive), during which No Transfer of Shares will be registered.

By Order of the Board of Directors,
A. H. ROWE,
Managing Director.
Hongkong, 21st October, 1924. [1396]

CHINA SUGAR REFINING CO., LIMITED.

NOTICE IS HEREBY GIVEN that with reference to the Special Resolution passed and confirmed at EXTRAORDINARY GENERAL MEETINGS of the above Company held on the 2nd and 20th DAYS OF OCTOBER, 1924, regarding the division of the above Company's Share Capital from Shares of the Denomination of \$100.00 each into Shares of the Denomination of \$25.00 each, in order to enable such Special Resolution to be carried into effect, it is necessary that Shareholders should forthwith forward to the Underinsured the Share Certificates in respect of their respective holdings of Shares in the Company in exchange whereof the Underinsured will, upon receipt of such Share Certificates, forward to the respective holders thereof written acknowledgments of the receipt thereof.

When the New Certificates in respect of the Division of the Shares into Shares of the Denomination of \$25.00 each as aforesaid are ready, Notice thereof will be given to Shareholders and such New Certificates will be obtainable by Shareholders upon application to the Underinsured at the Company's Registered Office, PADDOCK STREET, VICTORIA, HONGKONG, in exchange for the above-mentioned Acknowledgments.

Dated this 22nd day of October, 1924.
JARDINE, MATHESON & CO., LTD.,
General Agents,
CHINA SUGAR REFINING Co., Ltd.
1395]

INTIMATIONS

A. S. WATSON & CO., LIMITED.

INCREASE OF CAPITAL.

SHAREHOLDERS are Reminded that the First Call of \$5.00 per Share in respect of the New Issue of Shares is Payable on or before the 31st OCTOBER NEXT.

A. S. WATSON & CO., LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
1388]

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on SATURDAY, 8th NOVEMBER, 1924 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES. Entries will Close at 12 o'clock NOON on SATURDAY, 25th OCTOBER, 1924. [1384]

MISS DORIS WOODS

HONGKONG'S POPULAR TEACHER OF DANCING.

is due to Arrive Early in NOVEMBER from LONDON, where She has been for Six months studying the LATEST BALL-ROOM & CHILDREN'S DANCING.

Miss WOODS attended the CONVENTION of DANCING TEACHERS (from all parts of the World) held from the 1st to the 8th of SEPTEMBER.

Full particulars will be duly announced. Studio—3, BEACONSFIELD ARCADE.
Tel. CENTRAL 3128. [1393]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTIES

Situate at TAI KOK TSUI in the Colony of Hongkong.

To be Sold by AUCTION, Subject to a Reserve Price.

on WEDNESDAY, the 29th DAY OF OCTOBER, 1924, at 3.00 P.M.

In ONE LOT by Messrs. LAMBERT BROTHERS, Auctioneers.

In their Auction Rooms in Duddell Street.

The Properties consist of—
ALL THOSE Pieces or Parcels of Ground situate at Tai Kok Tsui and registered in the Land Office as Section A of Kowloon Island Lot No. 838 and Kowloon Island Lot No. 891 together with the Messuages, Erections and Buildings thereon (if any).

Particulars and Conditions of Sale may be obtained from—

Messrs. JOHNSON, STOKES & MASTER, Prince's Buildings, Solicitors, or from

Messrs. LAMBERT BROTHERS, Auctioneers.
1294]

GOVERNESS.

ENGLISH GOVERNESS, Catholic preferred, with knowledge of French, to take Entire Charge Two Girls, aged 7 and 8 years. Wanted by English Family at Manila. Good References Required. Reply stating Qualifications and Terms to—
Box No. 1870,
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BIRTH.

ROLYE.—At Shamone, on October 17th, to Mr. and Mrs. C. H. ROLY, a son. [1395]

MARRIAGE.

GELLING-SALISBURY.—At St. Andrew's Church, Kowloon, on October 22nd, 1924, by the Rev. G. R. Lindsay, M.A., JOHN HEYWOOD GELLING, second son of Mr. and Mrs. SINCLAIR GELLING, "The Laurels," Crosby, Isle of Man, to ELISIE SALISBURY, second daughter of Mr. and Mrs. J. SALISBURY, Barrow-in-Furness, Lancashire.

Hongkong Office: 14, Charter Road. London Office: 121, Fleet Street, E.C.

The Daily Press.

HONGKONG, OCTOBER 23rd, 1924.

SOVIET TRAVESTY OF THE CHINA WAR.

The jargon used by the Soviet propagandist in describing to the Russian people the "issues" in the war which is in progress in China makes amusing reading to anybody acquainted with the situation. We have received from the Soviet propagandist bureau at Peking a translation in English of a speech made by a "noted Soviet leader," named RABEK at a large meeting organized by the "Hands Off China" Society, recently held in Moscow's "Big Theatre."

It is clear, said M. RABEK at the outset, that "China, whose external trade equals some three billion roubles gold, has been entirely drawn into the whirlpool of capitalistic development, and that all the happenings in that country are bound up with the birth of a new capitalistic State." Such a view of what is going on in China is certainly novel, and highly entertaining. "The catchword of the imperialists to-day," the Soviet leader went on to say, "is that peace and order must be restored in China; there must be one sole power under the control of the various war lords and governors of provinces. In other words all must be subordinated to Wu Pei-fu and through him—to Anglo-American imperialism."

We are informed that "the aim pursued by the 'Hands Off China' Society is to give publicity to this issue. It will not allow that the Chinese people be strangled in general silence. The Society's prime object is to tear the masks off the faces of imperialists preparing their onslaught on China. It ought to be made perfectly clear that the struggle going on in China is not only a fight for national independence, but that on the outcome of this struggle hangs the destinies of the working class of all countries. Indeed, if the Chinese Revolution is victorious, the 400 millions of Chinese toilers will be our comrades in struggle and labour, instead of being reserves for strike-breakers. If not, the world proletariat will feel the painful consequences."

To represent the warring in China as involving a question as to whether the Chinese people are "to be enslaved and become a plaything in the hands of the imperialists" is simply deliberate misrepresentation and a ludicrous travesty of which is happening. The war in China—in the North and in the South—is primarily a struggle between the War Lords for supremacy, and political principles are but a minor consideration. Again to say or suggest that the Foreign Powers wish to see all subordinated to Wu Pei-fu and through him—to "Anglo-American imperialism" is equally indicative of a diseased imagination. The only true observation that we are able to find in the speech is that "the catchword of the 'imperialists' to-day is that peace and order must be restored in China." They certainly do sincerely wish to see this, but whether this is to be done through "one sole power under the control of the various war lord and governors of provinces" or through any other means they leave it entirely to the Chinese people to decide. The obvious truth of the matter at the moment is that the Chinese people, as against the military cast, are impotent to decide the question. The great mass of the Chinese people would like to see the war lords and all their tribe consigned to the depths of the Pacific. We have seen what has happened at Canton to a popular movement bent on obtaining freedom from tyranny and oppression. That is likely to happen anywhere in China where the local war lord rules by sheer weight of arms. All the Foreign Powers, except Russia, wisely refrain from giving support and encouragement to either faction in this insane warfare, but the Soviet Government through its subsidized Press agencies is, as we have indicated above, constantly preaching war against a Government in China with which it has but recently entered into a treaty of friendship that has formed the subject of the most adulatory comment in Soviet circles everywhere.

A report to the Police states that a woman named Chan Yuen Sing, aged 28, who lived at 38, Haiphong Road, Kowloon, committed suicide yesterday by eating opium.

In the Southern Fairway near the Sai-kong Wharf, at two o'clock yesterday morning, the s.s. *Falshan* collided with a junk, striking it amidships, when damage to the extent of \$500 was caused. No one was injured.

The second day of the first annual reception of the Chinese Merchants' Club, arranged this year to extend over two days, was held at the club yesterday, when a number of European and Chinese attended during the afternoon.

The Netherlands Consul-General informs us that he has received telegram dated the 31st inst. from the Civil Medical Service of the Netherlands Indies to the effect that the quarantine measures against Hongkong on account of plague had been withdrawn that day.

Loong On, aged 48, a coolie, living at 187, Temple Street, was admitted to the Government Civil Hospital at one o'clock yesterday, suffering from injuries caused by another Chinese stabbing him with a dagger, and late last night was stated to be in a rather serious condition. No arrest has yet been made.

Because she failed to stop her boat when called upon to do so by the Water Police, Lo Fat, mistress of a fishing boat, was fined \$5 at the Marine Court yesterday morning. Yu Wong and Kwok In, both unemployed, received similar fines for boarding the s.s. *Shung Shun Maru* without the permission of the Master or any of the ship's officers.

There was an outbreak of fire at the Astor House Hotel, Shanghai, in the early morning of the 17th inst. Six shots fired in the air by an Indian watchman to arouse the sleeping inmates and these were responsible for a few moment's panic among a number of guests. Several ladies, the *N.C. Daily News* says, mistook the shots for the firing of defeated Chukiangites who had broken into the Settlement, while one resident was convinced that the Bolsheviks across the road had inaugurated Red revolution with the peace of the International Settlement. The excitement, however, was only momentary. The management and Fire Brigade were soon able to reassure everybody that there was no danger from fire or freebooters, and that little damage had been done to any of the rooms occupied by guests.

At St. Andrew's Church, Kowloon, yesterday morning, Mr. John Heywood Gelling, who for the past three years has been on the staff of the *Hongkong Daily Press*, was married to Miss Elsie Salisbury, who has recently arrived in the Colony from England. The Rev. G. R. Lindsay, M.A., Vicar of St. Andrew's, performed the ceremony, and many friends were present.

The bride, who was given away by Mr. A. Brooksbank, was charmingly attired in a simple gown of ivory crepe de chine trimmed with orange blossoms, her veil of embroidered net being finished with sprigs of orange blossom on either side. She carried a bouquet of white lilies, pink roses and maidenhair fern tied with silk ribbon. Her bridesmaid, Miss Molly Brown, wore a dress of cream georgette over cream crepe de chine, and Mrs. A. Brooksbank, the matron of honour, was dressed in lavender crepe de chine and a white crinoline hat.

Mr. F. Oliver, one of Mr. Gelling's journalistic colleagues, was best man. A reception was afterwards held at the Kowloon Hotel where the happy couple, standing beneath a huge floral wedding bell, received the felicitations of their friends. They left later for Repulse Bay where the honeymoon is to be spent.

Among the wedding gifts was a Gralonde and records together with a most cordial address bound in silk covers from the bridegroom's journalistic friends in Hongkong.

VIOLINIST AT THEATRE ROYAL.

At the Theatre Royal last night an enthusiastic audience listened to the playing of Efrem Zimbalist, who is at present visiting the Colony.

Zimbalist is undoubtedly a capable player, and his every note last night was a delight. He has none of the mannerisms, the exaggerated awaying of the body and so forth, that characterise some notable performers; but he is a master of his instrument. At the conclusion of every piece he played the audience broke into long-sustained thunders of applause, notably after the rather long Symphony, in three parts, by Lalo.

Another charming number, of a lighter kind, was Schubert's "Moment Musical," in which every note was given its true value.

Zimbalist had prepared a wisely chosen programme which pleased everybody by reason of its variety. The items were:

- 1.—Praeludium Bach.
- 2.—Symphony Lalo.
(a) Allegro non Troppo Lalo.
(b) Andante Lalo.
(c) Allegro Lalo.
- 3.—Traumerei Schumann.
- 4.—Moment Musical Schubert.
- 5.—Nocturne Chopin.
- 6.—Waltz Chopin.
- 7.—Andante cantabile Tchaikowsky.
- 8.—Zigeuner Weisen Sarasate.

Perhaps the greatest outburst of applause was that which rewarded the violinist's rendering of Schumann's "Traumerei." His playing, a little later, of the "Nocturne" of Chopin was also enthusiastically received.

From start to finish it was a pleasurable night for music lovers, and the whole audience thoroughly enjoyed themselves.

CHINESE BRUTALLY MURDERED.

SEQUEL TO QUARREL OVER DEBT.

As the outcome of a quarrel over a debt at Hunghom last evening, a Chinese named Kow Choi was violently assaulted by two other men and left unconscious under the verandah of 75, Bulkeley Street. When the police arrived on the scene he was lying on his back, still alive, but by the time he was hurried to the Kwong Wah Hospital he had expired.

Examination revealed that the man had been badly beaten about the body. Apparently no weapons had been used, for there were no external marks, and it is surmised that death was due to some internal injuries.

"TOY PISTOLS."

WOMAN HELD UP AND ROBBED AT KOWLOON CITY.

An armed robbery occurred in Kowloon City yesterday. Wong Kam Yau, a married woman, residing at 19, Chong On Street, reports to the Police that at mid-day while she and her two children were alone in the house, a man entered and inquired how much rent she would want for a rear cubicle.

A second man followed him and asked for her husband. She told him her husband was in Hongkong. Both men then produced what later proved to be a toy pistol, and told her to keep quiet, robbing her of money, jewellery and clothing to the total value of \$48.

BUSINESS CONDITIONS IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

In Canton, the general strike is still in progress as before the massacre. A general survey is about as follows when taking six lines of business into consideration:

The Native Bankers Guild will not resume operations for some time, as their banking premises have been destroyed. Their suspension of payment practically prevents any large scale business in other lines.

The inland shipping business has stopped altogether. For the time being no important line between Canton and inland ports is in operation.

The publication of newspapers is still suspended owing to a strike of compositors.

All pawn-brokers have ceased taking in pledges, but are allowing persons to redeem their goods upon presentation of tickets.

All piece-goods firms have decided to allow their goods remain in storage in Sham-shen godowns, and will not get them back until Canton again appears normal.

The woolen goods dealers are shipping their goods away closing down their business altogether.

CLEANING UP THE MESS.

The *Canton Gazette* of yesterday contains the following news paragraphs:—

On account of the recent trouble in Sankwan, street cleaning has been neglected, and as a result there are large accumulations of debris and garbage along the maloo and alleys, especially in the areas near the scene of battle.

The Health Department is now directing the entire force of street cleaners to have all accumulations removed. It is expected that the work will take about three days before these streets are entirely cleaned.

TYPHOON WARNING.

Advises last night reported a typhoon at about 113deg. E. and 11deg. N., moving W.N.W.

CABLES.

[THROUGH REUTER'S AGENCY.]

THE HOME ELECTION.

PREMIER ATTACKS CONSERVATIVES.

LONDON, October 21st.

An appeal for Liberal support, and a vigorous attack on the Conservatives, was made by Mr. MacDonald in a speech at the Hippodrome, Sheffield, where he had an enthusiastic reception by an audience of over four thousand. Thousands of others were unable to gain admission. Queues had been formed outside since six in the morning.

The Premier declared that this campaign was to him like a whiff of victory, but a grim struggle was ahead next week. Their opponents would leave no stone unturned to damage Labour, because it had been too successful in caring for the interests of the country at home and abroad. If there was any danger of extremism in Britain, it would come when an incompetent Tory Government was in office. The Premier, in appealing for Liberal support, claimed that Labour had the Liberal spirit, widened, broadened and heightened.

ANTI-LABOUR SPEECHES.

Lord Birkenhead, speaking in London, said he believed the heart of the nation was sound and true, and would repudiate the mad economic philosophy derived from the hysterical writings of Karl Marx. He found everywhere a stern determination not to permit the crime of lending money to Russia, which was the most important issue of the election.

Lord Curzon, also speaking in London, said the Russian loan had disturbed the commercial community more than any proposal of the Labour Government, whose assumption of office was a foolish and fatuous experiment due to the stupidity of the Liberal party. He ridiculed Mr. MacDonald's assertion that his Government in eight months had contributed more to peace than all the other parties during the last eight years. Lord Curzon himself had received a personal and private assurance from each of the Dominion Ministers that they were entirely satisfied with Britain's foreign policy in the past, and desired its continuance on the same lines and in the same hands.

Labour had no real conception of the Imperial idea, and paid lip service to the Dominions. Mr. J. H. Thomas in numerous speeches had boiled over with frothy patriotism, but they pursued their policy apart from and contemptuous of the Dominions. They had dropped the resolutions of the Imperial Conference, Imperial preference and the Singapore scheme, which the Dominions considered vital to their security, and finally they had signed the Soviet treaty, with which not a single Dominion Prime Minister had the smallest sympathy, which was the most humiliating and disgraceful act in British annals. They were in the hands of their gunmen. The country would insist on having a Government that would not allow the claims of the citizens of the Empire to be bartered in return for the embraces of the Bolsheviks.

LATEST CABLES.

THE GERMAN ELECTIONS.

COMMUNISTS' HASTY RETREAT.

BERLIN, October 22nd.

One result of the dissolution of the Reichstag is the abolition of the immunity of members; consequently there have been hasty departures from Berlin of the majority of the 62 communist deputies against whom warrants of arrest were issued on charges of treason, conspiracy, etc. Some were also accused of the manufacture and forgery of passports and other official documents recently discovered through a police raid on a Berlin flat. The ex-Deputy Hollein has already been arrested.

EARLIER CABLES.

A DATE FIXED.

BERLIN, October 21st.

The elections to the Reichstag have been fixed for December 7th.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

A WAR LORD IN HONGKONG.

HIS DEPARTURE TO ENGLAND.

SHANGHAI, October 22nd.

Little Han departed for Hongkong yesterday, where he will tranship to England.

Sun Chuan Fang has returned to Hangchow and Chi Hsieh Yuan is not coming. Bei Pao Shan will take full charge.

SHANHAIKWAN SECTOR.

REPORT FROM PEKING.

PEKING, October 22nd.

The reported retreat of the Fengtieners in the Shanhaikwan sector seems to be doubtful, but the big guns have apparently been drawn back, and the pressure overcome, for Chihli headquarters, and first army, are returning to Shanhaikwan. The Shanhaikwan's 14th 24th and 3rd divisions have captured Chishan, which is a strong position on the way to Chiumen, the fall of which was imminent. Pushing on the part of Government troops seized four strongholds.

Realizing their losses, the Fengtieners thrice attempted to regain the lost positions, but were repulsed, leaving a thousand killed and wounded in the field, when they finally retreated in the direction of Chiumen. The Fengtieners there were estimated at 12,000. In the Shanhaikwan sector the Fengtieners yesterday attacked three times, but were easily repulsed, and the position at present is unchanged.

LATEST CABLES.

"VINDICTIVE" TO RELIEVE THE "DIOMEDE."

A DOMINION COMMANDER.

LONDON, October 22nd.

Captain George Hyde takes command to-day of the cruiser *Vindictive*, which is preparing at Chatham to relieve the *Diomedes* on the China Station. This is the first time in peace conditions that a captain of any Dominion Navy has taken command of an Imperial vessel.

EARLIER CABLES.

ZAGHLOUL PASHA AT HOME.

BRITAIN AND EGYPT.

CAIRO, October 21st.

In a speech at Alexandria, where he was given an enthusiastic reception on his return from Europe, Zaghlul Pasha declared that he was ready to sacrifice his life for Egypt's independence. He pointed out that the British Foreign Office White Paper had not mentioned that he asked that the position of High Commissioner in Egypt should be analogous to that of other foreign Ministers and declared that the Egyptians had gained by the London conversations because they had confronted the British with their rights, supported by proofs, while the British had replied with a refusal, without proof or justification.

Egyptians had learned that they must count on themselves, and redouble their efforts, strengthen their union, adhere firmly to their rights, and not lose any opportunity of energetically claiming them. The nation must remain solidly grouped under the banner of "Complete independence for Egypt." Egyptians must never accept separation (Vociferous cheering). They must never admit that a single foreign soldier should remain on Egyptian soil.

LONDON CONFERENCE.

GRADUAL EVACUATION OF THE RUHR.

LONDON, October 21st.

Diplomatic circles in London have been informed from Cologne that the German and Allied experts have agreed to the withdrawal of certain pledges, including abolition of the Customs between the occupied and unoccupied parts of Germany, taxes on coal and coal products, and export and import taxes, and restoration of the control of State forests to Germany. This constitutes part of the gradual evacuation of the Ruhr promised by the recent London conference.

ONE STEP.

DUSSELDORF, October 21st.

The French troops have evacuated Karlsruhe and Mannheim without incident.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

"A CHINESE REVOLUTION."

SOVIET CLAIMS.

LONDON, October 22nd.

"After five years' efforts Communism is approaching her hour of triumph in the Far East, and shortly China's 400,000,000 will be united through the communist international to the Soviet Government under the Red flag. After China comes India, and after India a world revolution," this, according to the *Evening News* Riga correspondent, is the tenor of the latest articles of the Soviet press. Discussing events, the Soviet press asserts there are in China hundreds of Chinese communist agitators educated in the Communist University of Tashkent, where hundreds of Indian agitators were also trained with a view to overthrowing the British rule in India. The Bolsheviks declare that amid the present political turmoil in Europe the time is ripe for a Chinese revolution.

THE MARITIME CUSTOMS.

MORE HOME TALK.

LONDON, October 22nd.

Mr. J. O. P. Bland, in a letter to the *Times*, refutes General Bruce's strictures on Sir F. Aglen and points out that Aglen's duty is to carry out the instructions of the Chinese Government so long as they are not in conflict with his duties as custodian for foreign bondholders. The writer says that had Aglen refused to consent to the floatation of the loan he might reasonably be accused of sympathizing with the rebels.

THE N.Y.K. DISPUTE.

SUGGESTED PRESIDENT.

TOKYO, October 22nd.

Takeshi Shiraishi, President of the Government Steel Foundry and ex-Civil Governor of the Kwantung Province, has been recommended for the Presidency of the Nippon Yusen Kaisha in succession to Baron Ito.

EX-SERVICE CIVIL SERVANTS.

THREATENED DISMISSAL OF 30,000 MEN.

The Association of Ex-Service Civil Servants has issued the following statement:

Within a few weeks Parliament will re-assemble, and one question which will be definitely raised is that of the settlement of ex-Service men. These men are organized in different bodies, each dealing with its own particular problems, but the root principle is the same. One of the organizations in the van of the forthcoming discussion is the Ex-Service Civil Servants Association. This association comprises men who, having served during the war, are now temporarily employed in the Civil Service. Their period of service in the Civil Service varies from three to five years. They do not occupy the highly-paid posts, their average pay being £2 15s. per week. Their average age is 36. They number about 35,000, and are mostly married.

The Southborough Committee, which recently presented its report to Parliament, was appointed to investigate the claims of the ex-Service temporary staff to obtain permanent posts as vacancies occurred, without undergoing an examination. The objections to an examination are that in their case it should not be necessary, for practically all these men have been employed for some years carrying out their duties efficiently as the report admits.

An examination was previously attempted, but so ridiculed by Parliament and the Press that it was abolished. The Southborough Report again attempts to impose an examination, with this proviso:—That 25 per cent. of marks should be added if the candidate has a high report of efficiency and good conduct from the head of his department. But even with the examination it is only proposed to allot some 5,000 vacancies to successful candidates out of a total of 35,000 now temporarily employed. This will mean if the Report is to operate, that 30,000 men will be dismissed, and their places taken by boys and girls from the schools, who will sit for the customary competitive examination.

The situation is viewed with grave concern by the Ex-Service Association, and very active steps are being taken to obtain Parliamentary action to prevent these 30,000 men being thrown into the ranks of the unemployed. In Canada, in South Africa, and in India regulations exist by which permanent status is given to ex-Service men temporarily employed. It has been the practice in this country since 1914 in the Civil Service to absorb men and women into permanency without examination. In the first two years of the Great War these could not, except in a few cases, have been ex-Service men and women.

The complaint of the ex-Service men is that, while they were fighting, there was room for 50,000 additions to the Civil Service, and now that they are back and are temporarily employed, every obstacle is being placed in the way of their absorption in the Civil Service. The vacancies must be filled, and, having proved their efficiency, they claim that they are entitled to recognition. The association has a very definite support in Parliament, and there are already signs of a further acquisition of support so strong that their case will receive a satisfactory settlement.

SCOTTISH SPORT.

FOUR SOCCER LEADERS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, September 17th.

The big four of the League were again pre-eminent. Airdrieonians, Rangers, Hibernian, and Celtic. All won in the most convincing fashion, and none of them yielded a goal to their opponents. Airdrieonians had the biggest score but probably the achievement of greatest merit was Rangers' substantial win at Ayr, where the champions disposed of the local club by 4 goals to none. Ayr United had the misfortune to meet the champions in one of their devastating moods, and in the circumstances the local team carried themselves well. Hibs maintained their distinction of being the only club who have collected the maximum points. The Amateurs fought gamely, but were over-matched. Celtic's victory over St. Mirren was overwhelming. Airdrieonians, too, had a runaway victory over the new First-Leaguers, Johnston, Cowdenbeath, the other promoted club, had the biggest success, the Greenock club being forced to yield no less than five goals. Heart of Midlothian were again on the down grade. Hibernians, 2; Queen's Park, 0. Falkirk, 2; Heart of Midlothian, 1. Airdrieonians, 6; St. Johnstone, 0. Ayr United, 0; Rangers, 4. Celtic, 3; St. Mirren, 0. Cowdenbeath, 5; Morton, 0. Hamilton Academicals, 2; Aberdeen, 1. Partick Thistle, 0; Raith Rovers, 0. Third Lanark, 1; Motherwell, 1.

NORTH BERWICK GOLF LINKS.

If one was to describe to any golfer a course as having the first eight holes straight away into the wind, then one across, and nine holes back again with the wind behind or vice versa, as the case may be, and add that this course is so crowded between a high road, with a wall on it, and the sea, that it is dreadfully easy at the first hole to find oneself on the wrong fairway—that at one place there is, moreover, an undisputed crossing, and finally, that the most conspicuous hazards or obstacles are straight stone walls—on such a description no golfer would have any choice but to say that it was a thoroughly bad course. Yet (writes a *Times* correspondent) this is all true of North Berwick Old Course; and its place among the best links in the world has never been seriously disputed. Which shows the futility of applying mathematical analysis to spiritual things. S. North Berwick Old Course, though possessing half the faults considered unpardonable in golf architecture, is the most fascinating of links; a fascination of temperament, of figure, and of completion for the greens and fairways are near perfection, of infinite variety and caprice.

EX-KAISER'S SANITY.

STATESMEN'S FOREBODINGS.

SECRET PREWAR HISTORY.

[FROM "THE DAILY TELEGRAPH'S" CORRESPONDENT.]

At the very moment when the Marx Cabinet, yielding to Chauvinist clamour, revives the question of responsibility for the outbreak of the war, we learn that so long ago as 1899 leading persons in Germany were seriously considering the possibility of having the Emperor William declared incompetent to rule and placed under guardianship. A book by the historian, Johann Haller, to be published shortly, contains the following statement, made by Cardinal Hohenlohe, brother of the Chancellor, immediately before his death to Prince Philipp Eulenburg:—"I know you are absolutely devoted to the Kaiser. In the present position give him frank advice. The Kaiser should be on his guard and very cautious. I know positively that the idea of declaring him of unsound mind is being considered in many heads. Very many, including exalted personalities, would gladly lend their hands to initiating proceedings. Warn the Kaiser."

The statement is to be found in a long letter in which, on July 14th, Eulenburg reported to Prince von Buelow the substance of a conversation with the Kaiser. According to Eulenburg, he cautioned the Kaiser against strength of "Bismarckism," which he described as "a force of which the roots are still deeply and firmly fixed in many German hearts." To this the Kaiser replied that he himself was "more firmly rooted there than anything else." Eulenburg continues his account of the conversation as follows:—"His Majesty made a rather violent reply against 'elements which did not deserve consideration and which he had no reason to fear.' Thereupon I said that in spite of his Majesty's view that the Kaiser was too firmly rooted in German hearts to leave room there for another, I must adhere to my standpoint that Bismarckism should not be flouted. His Majesty, I said, underestimated certain dangers which might appear any moment in the life of the State. If his Majesty were some day to irritate, by his opinion, by something, circumstances might arise in which he would find himself in condition of constraint."

By this turn in the conversation the Kaiser was much upset. He asked me what I understood by a condition of constraint, and who were the people from whom it might be feared. I replied that in a dangerous political situation, which perhaps had been caused or aggravated by an incautious act of his Majesty, the Government might retire to cover his Majesty—it might even be forced out. Then under the circumstances action might be undertaken in the Empire with the object of bringing about the abdication of the Kaiser or placing him under guardianship.

On hearing these words the Kaiser became very serious, and asked who could possibly cherish such ideas. In reply to this question Eulenburg repeated the statement of Hohenlohe given above.

TOURING THE WILD.

CHARM OF CENTRAL AUSTRALIA.

[BY "THE TIMES" ADLAIDE CORRESPONDENT.]

[FROM OUR OWN CORRESPONDENT.]

Within a few years Central Australia has become popular as a country for sight-seeing tourists. Official patronage has been extended to the through trip from Oodnadatta, the southern railroad, to Darwin. Last year the Governor of South Australia, Sir Tom Bridges, made a motor trip to the interior, and this year the Governor of Victoria, Lord Stradbroke, and Lady Stradbroke have gone to that land of great distances. The Arctic explorer Stefansson has recently gone there too.

Not many years ago an excursion into Central Australia was a signal achievement and the long journey to Darwin almost an epic adventure, but now the frequency of visits has made the trip a commonplace experience. The change is due to motor transport. The route through the centre of the continent is practically a beaten track. This sudden popularity of Central Australia recalls what Professor Sir Edgeworth David told me some years ago. "There is a time coming," he said, "when people will flock to see the country from all parts of the world. It is an amazing storehouse of knowledge and possesses features not to be found in any other part." Sir Edgeworth David was referring to scenic aspects as well as to scientific phenomena, and Captain S. A. White, the Australian ornithologist, who has been six or seven times to the interior, and has an ardent understanding of the colour and mood of this vast territory, agrees with him. If people only knew the wonders and beauties of travel there, he says, they would go in thousands during the winter season.

Although it cannot be said that the difficulties of the journey have been overcome, the dangers certainly are past, and the trail for the tourist has been blazed in a manner that admits of no confusion. It has been asserted by a recent motorist that all the talk of a perilous enterprise is only so much noise. There was a time when the dreaded Depot Sandhills, 25 miles of continuous ridges, had to be negotiated. They vary from 30 to 80 feet high, sloping to the south, and presenting almost a perpendicular face to the north, a freak perpetrated by the prevailing wind. The terrific climb over these ridges can now be avoided by following the bed of the Finke River, and one of the greatest obstacles to the northern advance is thus overcome.

The route is picturesque, circuitous, one river having to be crossed at eight times in 16 miles. The courses of the creeks are marked by stately gums, unequalled anywhere for their massive symmetry and beautiful foliage. In other parts there are fine belts of desert oak, many of the trees rising to a height of between 30 and 40 feet without a branch, the boles growing as straight as lanes. The acacias are also most attractive, with their spiky leaves, and the bushes in the wet season clothe the rugged landscapes in soft, tinted garments.

BLOSSOM TIME.

Nature's decorative effects when she goes forth with her brushes and palette amid these amazing flower gardens are gorgeous. The blossoming time is brief in this region of scanty rainfall, and the colouring process must be quick. Fighting for existence against the heaviest odds, the plants develop with remarkable rapidity, germinating, maturing, flowering, seeding, and vanishing in the space of a few weeks. In this battle for the preservation of the species tremendous vitality and tenacity have been developed.

Captain White talks of the "garden of the interior." It must no longer be thought of as a "desert," but a perfect garden undergoing a swift transformation almost from the moment that rain touches it. Brilliant blooms cover the ground for immense distances. There are swainsons in pinks, deep reds, purple, white, bright yellow, and maroon, and a brave little pink daisy with a white centre; blue asters, from 15m. to 2ft. high, which spring up in the claypans and on the tablelands; the blinding scarlet of the Sturt pea, spilling over the white sands like a stain of blood, and tree fuchsias, presenting every colour under the diamond sparkle of the winter sun.

Even these 25 miles of Depot Sandhills are not within the category of a "desert," for in the rainy season they, too, are a wonderful garden. Captain White says there are 70 species of flowering shrubs and plants to be found along this ridge. In the ravines which intersect the Macdonnell Ranges there is some wonderful vegetation, including timber which rises for 100ft. without a single leaf. There is also a great one of the oldest living plants in the world, with a history of millions of years. It is found in fossil formation in other countries.

PAINTED CLIFF.

Of the physical features of the Central Australian landscape, the Yellow Cliffs, into which the geologists can read a history of 25 millions of years, presents a striking colour scheme. On its great yellow face there is written the imperishable story of the age when Australia was in the grip of ice. Two other distinct periods are recorded here—one a matter of 25 millions, and the other of 16 millions of years. The cliff is about 50ft. high, and time and weather have painted the sandstone in browns and deep reds, light yellow and orange, and the sun plays upon them with dazzling effects. The whole of the western flank of the Painted Cliffs, in the Finke River, is exposed to the setting rays, and in the later afternoon the strata take on a kaleidoscopic brilliance.

Crown Point, rising abruptly to probably 500 feet from the immense brown plain, and quite flat along the summit, shows the original level of the country. It is the only projection for many miles around, and in the wonderful, clear atmosphere may be seen on every side for a considerable distance. Captain White describes Horseshoe Bend as the "worst place in the interior, with its unrelieved sombreness of setting. It peers down into this black, gloomy spot (Continued on foot of next column.)

58 R.A.F. MEN KILLED THIS YEAR.

TOO MANY RISKS!

BEGINNERS OF OLD-FASHIONED MACHINES.

Fifty-eight R.A.F. men have been killed in flying accidents since last January. The public, which has come to regard commercial flying as being as safe as railway travel, is perturbed at the heavy death-roll in the R.A.F.

According to Mr. Leach, Under-Secretary for Air, "errors of judgment" cause most of the accidents, and some of them occur at training schools.

But Mr. C. G. Grey, the aeronautical expert, suggested to the *Daily Express* that the real trouble is that out-of-date aeroplanes are being used. "Safer machines have been evolved, but at present the R.A.F. has not a sufficient supply."

"Under present conditions," said Mr. Grey, "crashes are likely to continue, probably at an increasing rate, for at least another year."

"If the Government at once placed £20,000,000 at the disposal of the Air Ministry for building new machines of the latest type, they could not be built in less than a year."

"A large number of accidents could not be helped formerly, but now they can be helped. Many old war-time machines are still in use."

"It is now possible to build a machine that will not nose-dive when being flown slowly, providing, of course, that the pilot does not deliberately cause it to do so."

"These aeroplanes are being issued to the Fleet Air arm and the home defence service. But they are high-powered warplanes."

LACK OF MONEY.

"This type, built as a lower-powered machine, is urgently needed in the flying schools. The obstacles are lack of money and the time taken in building."

"Thus, training squadrons, which most need the highest degree of security in flying, still use old-fashioned war models."

"The Air Ministry is not to blame. It is purely a matter for Parliament to decide."

"Again, in the past there has not been enough flying practice because:—

(1) There were too few mechanics to keep the machines in first-class flying condition; and

(2) There was not enough money to buy petrol."

"The mechanics were not adequately trained. Garage mechanics are of no use at all. Now that the Air Force has the mechanics and the petrol, more flying is being done, but the safest type of machine is still lacking."

"This year's fifty-eight deaths have occurred in thirty-eight accidents. Eleven of the accidents and twelve of the deaths happened in training schools, the pilots being short service officers under instruction."

On August 6th Mr. Leach stated in Parliament that the question of accidents in relation to lack of flying experience was being closely watched by the Air Ministry.

AEROPLANES, TO CARRY 50 SOLDIERS.

READY NEXT YEAR.

Wonderful aeroplanes, capable of transporting fifty fully-armed soldiers—approximately a platoon of infantry—are being built for the Air Ministry. Even these, however, are not believed by experts to represent the last word in troop-carrying machines.

They talk with confidence of flying troop trains able to carry 200 or more soldiers with equipment, who can be whirled through the sky at a speed of 100 miles an hour.

The new aerial troop-transport machines are being constructed entirely of steel. In the roomy fuselage will be tip-up seats arranged on lines similar to those of the interior of a London omnibus, but folding back flush with the sides of the cabin, so that when not engaged in the transport of soldiers that craft can be used for carrying supplies. Soldiers being taken to the scene of some tribal insurrection will thus be enabled to travel in greater comfort than if they were making the journey by train.

Forced marches will be a thing of the past. "All the discomfort and all the hardships of movement over arid and possibly enemy-infested country will be unknown in the future."

The troop-carriers of the air will add a new and important factor to warfare. It will become possible for a small, but highly trained body of troops to cause damage out of all proportion to their numbers to destroy railways, bridges, roads at important junctions, and military works, and then return as rapidly as they went.

The first of the large types of troop-carrying planes will be ready for practical tests early next year. It is probable that, at the outset, they will be equipped with the new 1,000-h.p. Napier Cup engine, but later the semi-Diesel oil-burning motors are likely to be introduced, lessening, as they will, the risk of fire in the air.

from the high cliffs gives the uncanny impression of overlooking a crater. The Macdonnell Danges are massively sculptured, with Heavy Tree Cap forming a huge gateway to a vast arena of rock, which makes a great natural reservoir, hundreds of feet deep, and approximately eight miles square. Water can be got here at any time of the year at a shallow depth, and there is a good holding ground of granite.

The climate, too, is most exhilarating. No matter how hot the days may be, the nights have a delicious coolness, the temperature ranging from 107 degrees in 72. This invigorating, buoyant atmosphere gives one the feeling of being lifted up.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said. Tuesday, 4th Nov.

SIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown. Monday, 24th Nov.

BOMBAY via Singapore and Colombo. Thursday, 23rd Oct.

BANGKOK via SAIGON. Tuesday, 4th Nov.

BUSHO MARU Saturday, 1st Nov.

YOKOHAMA via Singapore, Penang & Rangoon. Sunday, 28th Oct.

HAGUE MARU Sunday, 28th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports. Friday, 14th Nov.

NEW YORK via Japan Ports, San Francisco and Panama.

JAPAN PORTS.

"INDO MARU" Thursday, 23rd Oct.

"HONOLULU MARU" Thursday, 30th Oct.

"BORNEO MARU" Sunday, 2nd Nov.

"AITAI MARU" Monday, 10th Nov.

Kobe via SWATOW & AMOY.

"AMAKUSA MARU" Sunday, 26th Oct., 11 a.m.

"KAIYO MARU" Sunday, 2nd Nov., 11 a.m.

TAKAO via SWATOW & AMOY.

"KOTSU MARU" Thursday, 23rd Oct., 10 a.m.

TAKAO & KEELUNG.

"BATAVIA MARU" Sunday, 26th Oct.

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HONGKONG

THE ROWING SEASON.

RESULTS OF 1924 REVIEWED.

PROGRESS OF THE SMALLER CLUBS.

[BY THE ROWING CORRESPONDENT OF "THE OBSERVER"]

The best boat regatta season just closed with its remembrance as one of the most successful in the history of rowing. The sport increases in popularity year by year, and in spite of the strenuous nature of training for rowing and sculling the number of men taking part in 1924 was greater than ever before. There may not have been many really first-class crews, but the all-round average showed distinct improvement, thanks to more and better coaching.

Owing to the Olympic regatta, there was little foreign competition at Henley, but the racing was full of interest. Leander won the Grand after very hard races against Thames (the holders) and Jesus (Cambridge). They were won by W. P. Mellen, and "came on" rapidly during the closing days of practice. In the Ladies Plate, Shrewsbury School, a very fine eight—probably the best at the regatta—secured a most popular victory. They were very fast off the mark, and defeated two of the best Cambridge crews in Jesus and Pembroke. Maidenhead won the Thames Cup after being runners-up in 1923, this being the first success for an up-river club. Third Trinity (Cambridge) won the Stewards' Cup for the third successive year; their second four won the Visitors' Cup, and C. R. M. Eley and J. A. Macnabb had a comfortable win in the Goblets. Royal Chester won the Wyfold Cup, their first success at Henley for many years.

At the Olympic Regatta the Thames eight suffered defeat, but Third Trinity won the coxswainless fours, beating a very good Canadian four, and J. Beresford, jun. (Thames) gained a notable triumph in the Sculls.

The entries at Henley were not quite so numerous as usual, but the other regattas had huge programmes to deal with. Marlow again had a wonderful entry, and came next to Henley in the number and quality of the competitors. Kingston, Molesey, Staines, and the Metropolitan, as well as Marlow, made new records in numbers. The early regattas at Twickenham and Reading were also well supported, and the clinker-boat fixtures on the Tideway in May were so successful that they are certain to be repeated next spring.

LONDON'S DOINGS.

Amongst the leading clubs, Thames, Twickenham, and Kingston did well. Thames were not quite so successful as in 1923, when they won the Grand at Henley, but they won five of the other six races for Senior Eights, the exception being at Kingston, where with their second eight representing the club, they were beaten by Maidenhead. They also won the Thames Cup Eights at Marlow, Kingston and Staines, and the Junior Eights at the Metropolitan. The Senior Four won at the Metropolitan and Staines, and the second four at the Metropolitan. Thames also won all the Senior Pairs races, Chandler and Reid being successful at Marlow and Molesey; and West and Vernon at Kingston and the Metropolitan. Twickenham had two very useful eights competing. The first eight won the Thames Cup Eights at Twickenham and Molesey, and reached the final of the Thames Cup at Henley. The Junior Eight proved successful at Marlow, and afterwards won the Junior-Senior Eights at Kingston Borough Regatta and Staines. Kingston put on three eights, but only won the Junior Eights at Reading. The Senior Four, stroked by E. A. S. Oldham, won at Reading, Kingston, and Molesey.

London had a poor season, but the towing showed improvement, and the old club should do better next year. London won the second fours at Staines, and pair-oar races (one junior in a crew) at the Metropolitan and Molesey, but no success was achieved in eights. Quintin, Vesta, and Isis were other tide-way clubs that showed considerable activity. Quintin won the Clinker Eights at Chiswick, and the Thames Cup Eights at the Metropolitan; Vesta won Junior-Senior Eights at the Tideway Clinker Boat Regatta, and at Kingston; and the Isis junior eight won in clinker boats at the Tideway fixture and in best boats at Molesey.

SCULLING.

Amongst the smaller clubs, Westminster Bank showed promise in winning the Clinker Eights at Marmersmith; the Junior Eights at Twickenham, and the Junior-Senior Eights at Molesey. Lensbury, a club formed from members of the staff of the Shell Transport Companies, gained their first successes on the river by winning the Junior Eights at Kingston and the Tideway Junior-Senior Eights. Auriol won the Junior Eights at Staines.

Maidenhead was by far the most successful up-river club. It was a great performance to win the Thames Cup at Henley. The first eight also won the Senior Eights at Kingston and the Thames Cup Eights at Maidenhead. Henley, Marlow, and Eton Excelsior also put on eights, the last-named winning the Sandeman Eights at Reading. Molesey and Staines had a quiet season, and made few appearances.

In sculling, J. Beresford, jun., of the Thames R.C., occupied a commanding position. He won every event for which he entered during the season. He started by winning the sculls at Ostend and Bruges at Whitstable, and then won the Senior Sculls at Marlow. He afterwards secured the Diamonds at Henley, the Olympic Sculling Trophy, and the Wingfield Sculls. Beresford was sculling better than ever and stood in a class by himself. D. H. Gollan sculled

(Continued on next Column.)

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28,000 FOR A SHUTE.

The cost of a round-the-world cruise varies from about £400 to £5,000, according to the accommodation taken in the ship. A private suite for six people in the *Red Star liner Belgica* on her cruise of 133 days costs £5,000, but there are extra excursions which are optional, costing up to £150 per person.

There will be more than twenty cruises by large ships in the Mediterranean. Ten of them start from New York, twelve from Southampton, and one begins at Glasgow. The New York bookings cost from £265 up to £2,500, but the British are much less expensive.

The highest figure quoted for the Southampton ships is £315, while the really poor man can "do" Spain, Portugal, the Canary Islands, and Madeira for about £33 in nineteen days from Southampton.

It is calculated that something like 25,000 people will spend £25,000,000 on holidays at sea this winter.

at Marlow and Henley without success and then retired. A promising sculler in K. N. Craig, the old Pembroke (Cambridge) oarsman, was runner-up for the Diamonds, and in the absence of Beresford he won the London Cup at the Metropolitan Regatta, but was beaten by Beresford in the Wingfield's. E. R. Carter, of Kingston R.C., won the Senior Sculls at Kingston, Molesey, and Staines, neither Beresford nor Craig competing at these fixtures.

In the Junior-Senior Sculls, S. E. J. Hart (Quintin B.C.) won at Reading, Kingston, and the Metropolitan; C. G. Hutchins, another Quintin sculler, was successful at Staines. P. McMuller (Imperial College B.C.) was the winner at Marlow, and W. Boulton (Maidenhead R.C.) at Maidenhead. The winners in the races for junior scullers were E. R. Gardiner, Gloucester R.C., at Twickenham; C. S. Oakes, Isis R.C., at Reading; S. M. White, First Trinity (Cambridge), at Marlow; F. A. Cumming, Thames R.C., at Kingston; A. L. Grover, Auriol R.C., at the Metropolitan; C. G. Hutchins, Quintin B.C., at Molesey; A. J. Hobbs, Twickenham R.C., at Staines; and D. Gage, London R.C., at Maidenhead.

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STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

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MANILA	"YUENSANG"	Saturday, 25th Oct., 11 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 26th Oct., 10 a.m.
BANGKOK via SWATOW	"CHASSANG"	Monday, 27th Oct., Noon
SHANGHAI via SWATOW	"TAKSANG"	Tuesday, 28th Oct., 7 a.m.
SHANGHAI	"KWONGSANG"	Thursday, 30th Oct., 7 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 1st Nov., 3 p.m.
STRAITS & CALCUTTA	"LAISANG"	Saturday, 1st Nov., 3 p.m.
TIENTSIN	"ORIPSHING"	Wednesday, 5th Nov., Noon
KOBE via MOJI	"NAMSANG"	Saturday, 8th Nov., 7 a.m.
SANDAKAN	"HINSANG"	Saturday, 8th Nov., 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Sumatra and Hongkong to Japan, occasionally calling at Shanghai.

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"GLENARTHENSHIRE"	13th Nov.
"GLENARVONSHIRE"	27th Nov.
"GLENARA"	14th Dec.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharged
"GLENOGLE"	28th Oct.	28th Oct.
"GLENARVONSHIRE"	13th Nov.	13th Nov.
"GLENAPP"	27th Nov.	27th Nov.
"GLENARA"	14th Dec.	14th Dec.

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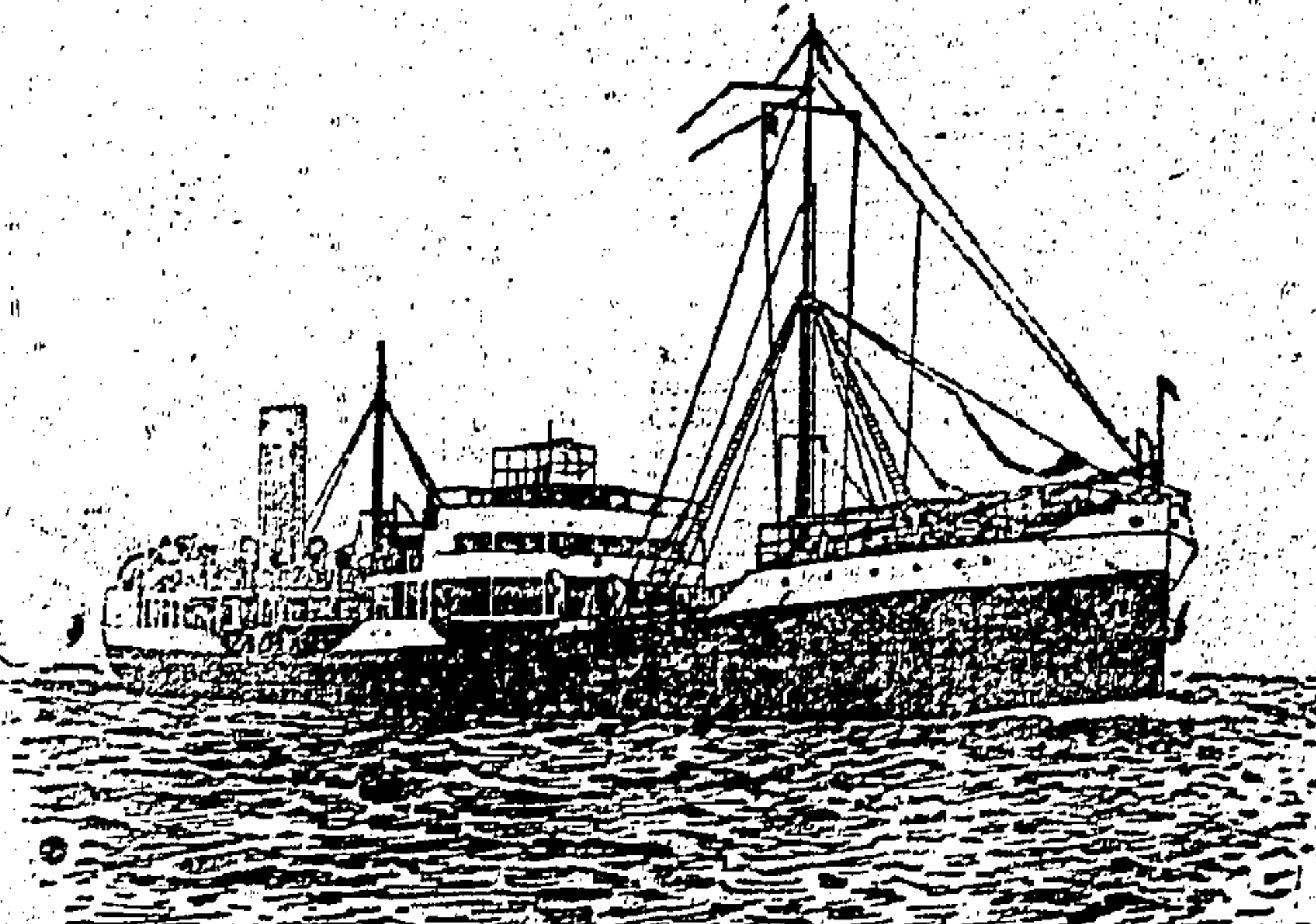
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SHIPPING NEWS

ARRIVALS.

October 21st.

Hoi Nam, Portuguese str., 494 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf. Kwang O S.S. Co.

Tasulani, British str., 4,032 tons, Capt. H. Raby, from San Pedro, with kerosene oil, lying at Lai Chi Kok. Standard Oil Co.

October 22nd.

Amakura Maru, Japanese str., 2,338 tons, Capt. S. Tabata, from Swatow, with a general cargo, lying at O.S.K. wharf. O.S.K.

Caspio, British str., 2,851 tons, Capt. Napier, from Fremantle, with a general cargo, lying at buoy No. B24. Bank Line.

Haidenburg, British str., 361 tons, Capt. Wm. Brewer, from Swatow, with a general cargo, lying at Chiu On wharf. Chiu On S.S. Co.

Katana Maru, Japanese str., from Canton, lying at O.S.K. wharf.

Shimoda Maru, Japanese str., 1,304 tons, Capt. K. Tsunaga, from Moji, with a general cargo, lying at Kowloon wharf. O.S.K.

Shantung, British str., from Canton, lying at buoy No. B22.

Saipung, British str., from Canton, lying at buoy No. B9.

Tjallingii, Dutch str., 3,061 tons, Capt. H. J. A. Kuyt, from Shanghai and Amoy, with a general cargo, lying at buoy No. A5. J.C.J.L.

Tangshing, British str., from Canton, lying at buoy No. B7.

Van Overstraten, Dutch str., 2,838 tons, Capt. A. P. Pronker, from Swatow, with a general cargo, lying at buoy No. 6. J.C.J.L.

CLEARANCES.

October 22nd.

Atsuta Maru, for Singapore.

Chengshing, for Tientsin.

Drufur, for Hengay.

Empress of Asia, for Shanghai.

Haidenburg, for Amoy.

Hokkaido, for Amoy.

Katana Maru, for Amoy.

Le Vite de l'Inde, for Hoihow.

Loch, for Canton.

Oaku Maru, for Singapore.

Canella, for Singapore.

Rottenburg, for Macao.

Ryushu Maru, for Tsingtau.

Sekai Maru, for Takao.

Shimoda Maru, for Singapore.

SHIPPING MOVEMENTS.

The s.s. *Dorchester* (Blue Funnel), for London, Rotterdam and Hamburg, left Shanghai on the 21st inst. for this port, and is due at Hongkong on the 24th. She will be dispatched at noon on the 25th.

VESSELS EXPECTED.

Diamond (Blue Funnel), due November 21st.

Empress of Canada, due October 20th.

Ethan Allen (Tampa), due October 27th.

Fushimi Maru (N.Y.K.), due November 3rd.

Meteor (Blue Funnel), due November 5th.

Onia (Blue Funnel), due November 1st.

Pheonix (Blue Funnel), due October 29th.

President Adams (Dollar), due November 10th.

President Grant (Admiral Oriental), due October 25th.

President Garfield (Dollar), due November 2nd.

President Madison (Admiral Oriental), due October 31st.

Tama (H.I. & A.), due to-day.

Telemechus (Blue Funnel), due November 13th.

YACHTING IN U.S.

SIXTH RACE AWARDED TO BRITAIN ON PROTESTS.

The sixth race in the six-metre team match between British and American yachts was sailed in Long Island Sound on September 10th, and while the American boats won a close, hard-fought race with a score of 194 points to 17, the race was given to the British when *Dauphin*, the leading American boat, withdrew as a result of protests lodged against her by two British skippers. *Dauphin's* withdrawal cost the Americans 84 points, reducing the point score to 11, as against the British 17. As the American team won Friday's contest with a point score of 20 to 10, the matches now stand three to three, and the deciding race will be held on Monday.

Yesterday's race was sailed in light to moderate winds from the south-west, and smooth sea conditions, which exactly suited the American yachts. The course was triangular, two miles to a leg, sailed twice round. The first leg was to windward, all the boats crossing on the star-board tack, and *Echo*, sailed by Sir Thomas Glen-Coats, in the windward berth. It was on this leg that the two protests were made. The American boat *Dauphin* soon worked out to lead as the fleet split up, and a little later, while on the port tack, she met *Betty*, sailed by Mr. Colin Newsum, on the star-board tack. *Dauphin* crossed the British boat, but it was a close shave and *Betty* lifted, although she did not touch *Dauphin*. *Betty* hoisted the protest flag.

The other point in dispute involves a matter of an overlap with *Zenith* at the mark. On the second leg, spinneraker-run, *Lady Baird's* *Thistle* passed *Dauphin* and *Zenith*, and took the second place, a position which she held until the end. She pushed *Dauphin* hard on the last leg of the race, closed up on her fast, but finished 21 seconds behind the American boat. It was the first time *Thistle* had shown anything in the series. She was sailed by Mr. Grenville Koele, but (Continued on next column.)

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR PERMIT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, etc.	<i>Awa Maru</i>	Jap.	Nippon Yusen Kaisha	On 7th Nov.
New York & Boston	<i>Moosah Prince</i>	Brit.	Prinos Line	On 30th Nov.
Boston, New York & Baltimore via Suez	<i>Kosmo</i>	Brit.	The Bank Line, Limited	On 31st inst.
San Francisco via Suez & Jap. ports & H.L.	<i>President Wilson</i>	Am.	Pacific Mail S.S. Co.	On 5th Nov., 10 a.m.
San Francisco, etc.	<i>West Carmona</i>	Am.	Struthers & Barry	On 29th inst.
Victoria & Vancouver, B.C., via Shanghai, etc.	<i>Empress Asia</i>	Jap.	Canadian Pacific O.S. Ltd.	On 22nd inst.
Victoria, Seattle & Vancouver via J. Korea	<i>Shikoku Maru</i>	Jap.	Nippon Yusen Kaisha	On 14th Nov., 11 a.m.
Victoria, Seattle, Tacoma, Vancouver, etc.	<i>Africa Maru</i>	Jap.	Osaka Shosen Kaisha	On 14th Nov.
Victoria, Seattle & Vancouver	<i>Taichibin</i>	Jap.	Batavia & Swire	On 8th Nov.
Seattle & Victoria, via Suez & Yokohama	<i>President Grant</i>	Am.	Admiral Oriental Line	On 30th inst.
Manila, London & Antwerp	<i>P. & O. R. I. & A. L.</i>	Brit.	P. & O. R. I. & A. L.	On 1st Nov., Noon
Manila, etc.	<i>Amazona</i>	Am.	Messageries Maritimes	On 23rd Nov.
Manila, etc.	<i>Chantilly</i>	Am.	Messageries Maritimes	On 26th inst.
Manila, etc.	<i>Porphyra</i>	Am.	Messageries Maritimes	On 9th Nov.
Manila, etc.	<i>Kashima Maru</i>	Jap.	Nippon Yusen Kaisha	On 5th Nov.
Manila, etc.	<i>Shikoku Maru</i>	Jap.	Osaka Shosen Kaisha	On 5th Nov.
Manila, etc.	<i>City of Glasgow</i>	Brit.	The Bank Line, Ltd.	On 31st inst.
Manila, etc.	<i>Kosmon</i>	Brit.	Batavia & Swire	On 3rd Nov.
Manila, etc.	<i>Elberfeld</i>	Ger.	Melchers & Co.	On 29th inst.
Manila, etc.	<i>Dardanus</i>	Brit.	Batavia & Swire	On 4th Nov.
Manila, etc.	<i>London Maru</i>	Jap.	Osaka Shosen Kaisha	On 13th inst.
Manila, etc.	<i>Glenogle</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 31st inst.
Manila, etc.	<i>Oostkerk</i>	Brit.	Java-China-Japan-Lijn	On 29th inst.
Manila, etc.	<i>Moroka Maru</i>	Jap.	Nippon Yusen Kaisha	On 1st Nov., 3 p.m.
Manila, etc.	<i>Laibang</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst.
Manila, etc.	<i>Takada</i>	Brit.	P. & O. R. I. & A. L.	On 23rd inst., Noon
Manila, etc.	<i>Nichie</i>	Brit.	P. & O. R. I. & A. L.	On 23rd inst., D.L.
Manila, etc.	<i>Sardinia</i>	Brit.	P. & O. R. I. & A. L.	On 24th inst.
Manila, etc.	<i>Van Overstraten</i>	Am.	Java-China-Japan-Lijn	On 6th Nov.
Manila, etc.	<i>Persia</i>	Brit.	Lawwell & Co., Ltd.	On 29th inst., 4 p.m.
Manila, etc.	<i>Kanchow</i>	Brit.	Batavia & Swire	About
Manila, etc.	<i>Taiwa Maru</i>	Jap.	Yamashita Kisen Kaisha	About
Manila, etc.	<i>Chukwa Maru</i>	Jap.	Yamashita Kisen Kaisha	About
Manila, etc.	<i>Himegas</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 8th Nov., 3 p.m.
Manila, etc.	<i>Mishima Maru</i>	Jap.	Nippon Yusen Kaisha	On 21st Nov., 11 a.m.
Manila, etc.	<i>St. Albans</i>	Brit.	P. & O. R. I. & A. L.	On 29th inst.
Manila, etc.	<i>Changsha</i>	Brit.	Batavia & Swire	On 23rd inst.
Manila, etc.	<i>Toyohashi Maru</i>	Jap.	Nippon Yusen Kaisha	On 24th inst.
Manila, etc.	<i>Kyonggang</i>	Brit.	Java-China-Japan-Lijn	On 30th inst., 7 a.m.
Manila, etc.	<i>Sardinia</i>	Brit.	P. & O. R. I. & A. L.	On 1st Nov.
Manila, etc.	<i>Karmala</i>	Brit.	P. & O. R. I. & A. L.	On 1st Nov.
Manila, etc.	<i>Talma</i>	Brit.	P. & O. R. I. & A. L.	On 14th inst.
Manila, etc.	<i>Duchessa D'Acosta</i>	Ital.	Dodwell & Co., Ltd.	About 30th inst.
Manila, etc.	<i>Tykiti</i>	Dun.	Java-China-Japan-Lijn	On 1st Nov.
Manila, etc.	<i>Eastern</i>	Brit.	P. & O. R. I. & A. L.	On 8th Nov.
Manila, etc.	<i>Ila de Panay</i>	open	Botelho Bros.	On 2nd Dec.
Manila, etc.	<i>Indo Maru</i>	Jap.	Osaka Shosen Kaisha	On 23rd inst.
Manila, etc.	<i>Chipping</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 5th Nov., Noon
Manila, etc.	<i>Tjisondart</i>	Dun.	Java-China-Japan-Lijn	About 29th inst.
Manila, etc.	<i>Hague Maru</i>	Jap.	Osaka Shosen Kaisha	On 26th inst.
Manila, etc.	<i>Leesang</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., 10 a.m.
Manila, etc.	<i>Kiangsu</i>	Brit.	Batavia & Swire	On 26th inst., Noon
Manila, etc.	<i>Kaying</i>	Brit.	Batavia & Swire	On 26th inst., Noon
Manila, etc.	<i>Hachong</i>	Brit.	Douglas Lafrank & Co.	On 26th inst., 9 a.m.
Manila, etc.	<i>Haidong</i>	Brit.	Douglas Lafrank & Co.	On 26th inst., 11 Noon
Manila, etc.	<i>President Wilson</i>	Am.	Pacific Mail S.S. Co.	On 29th inst., Noon
Manila, etc.	<i>Empress Canada</i>	Brit.	Canadian Pacific O.S. Ltd.	On 29th inst.
Manila, etc.	<i>Yuenasag</i>	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst., 11 a.m.
Manila, etc.	<i>President Madison</i>	Am.	Admiral Oriental Line	On 2nd Nov.
Manila, etc.	<i>C. Lopez y Lopez</i>	Span.	Botelho Bros.	On 29th inst.
Manila, etc.	<i>West Jester</i>	Brit.	Struthers & Barry	On 14th Nov.

WEATHER REPORT.

October 22nd at 17.30.—Pressure has decreased slightly over N.E. Japan, N.E. China, the Philippines and Borneo.

The anticyclone is probably spreading eastward.

Hongkong rainfall for the 24 hours ending at 18 hours, Oct. 22nd 0.00 inch. Total since January 1st, 97.36 inches, against an average of 79.57 inches.

The forecast for the 24 hours ending at 18 hours, Oct. 23rd is as follows:—

District	Forecast
Formosa Channel	N.E. winds, strong.
Hongkong to Cap Rock	N.E. winds, fresh.
South coast of China between Hongkong and Lantau	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 22nd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.04	30.00	30.06
Temperature	79	71	81
Humidity	54	64	59
Wind direction	N	NNE	N
Force	2	3	3
Weather	B	O	O
Rain	0.00	0.00	0.00
Highest open-air Temperature on 21st	79		
Lowest open-air Temperature on 22nd	71		

she had different paid hands aboard in Saturday's race. *Zenith*, sailed by her owner, Mr. J. Lauriston-Lewis, passed *Dauphin* on a close reach to the windward mark the second time round and took third place. The wind had freshened considerably and had backed to the southward, so that the yachts could lay up on their course closehauled on this leg. *Echo* was never in the running and did not seem to like the light wind.

The boats finished in the following order:—

Boat	h.m.s.	Br.	Am.
<i>Dauphin</i> (American)	2.01.20	0	0
<i>Thistle</i> (British)	2.01.41	7	0
<i>Zenith</i> (British)	2.02.03	6	0
<i>Panmonok</i> (American)	2.03.10	0	5
<i>Le (American)</i>	2.03.49	0	4
<i>Betty</i> (British)	2.04.50	3	0
<i>Ulleron</i> (American)	2.04.54	0	2
<i>Echu</i> (British)	2.05.44	1	0
Totals		17	11

*Retired.

The British team sent over this year has been a good one. *Zenith* and *Betty* have both been outstanding yachts in the series and have been well sailed. They have done well in light weather as in heavy. The winds as a whole have been unusually strong, and on the two heavy weather days the American boats to our surprise managed to do best, particularly *Heron*, *Panmonok*, and *Stone*.

Later the Regatta Committee rendered its decision in the protest in the 6-metre yacht race sailed on Saturday. *Dauphin*, the American boat, protested against *Betty*, was withdrawn, and this gave the race to the British team. Score: Great Britain 24 points, United States 14 points.

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S.S. "PRESIDENT LINCOLN" ... Wednesday, November 19th, at 10 a.m.

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S.S. "PRESIDENT WILSON" ... Sunday, October 26th, at Noon.
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SHIDZUOKA MARU ... Thursday, 4th Nov., at 11 a.m.

YOKOHAMA MARU ... Sunday, 23rd Nov.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

KASHIMA MARU ... Wednesday, 5th Nov.

HAKONE MARU ... Wednesday, 19th Nov.

HAMBURG via LONDON & ROTTERDAM.

MATSUMOTO MARU ... Friday, 5th Dec.

LIVERPOOL via ADEN & MARSEILLES.

TAJIMA MARU (Calls Glasgow) ... Friday, 31st Nov.

SYDNEY & MELBOURNE via Manila Ports.

MISHIMA MARU ... Friday, 31st Nov., at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU ... Monday, 3rd Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU (Calls Port E. & Delagoa B.) ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

MOROKA MARU ... Wednesday, 29th Oct.

CEYLON MARU ... Monday, 10th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

MOJI MARU ... Friday, 31st Oct.

NAGATO MARU ... Wednesday, 13th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 18th Nov.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Friday, 24th Oct.

SADO MARU (Omit Shanghai) ... Monday, 3rd Nov.

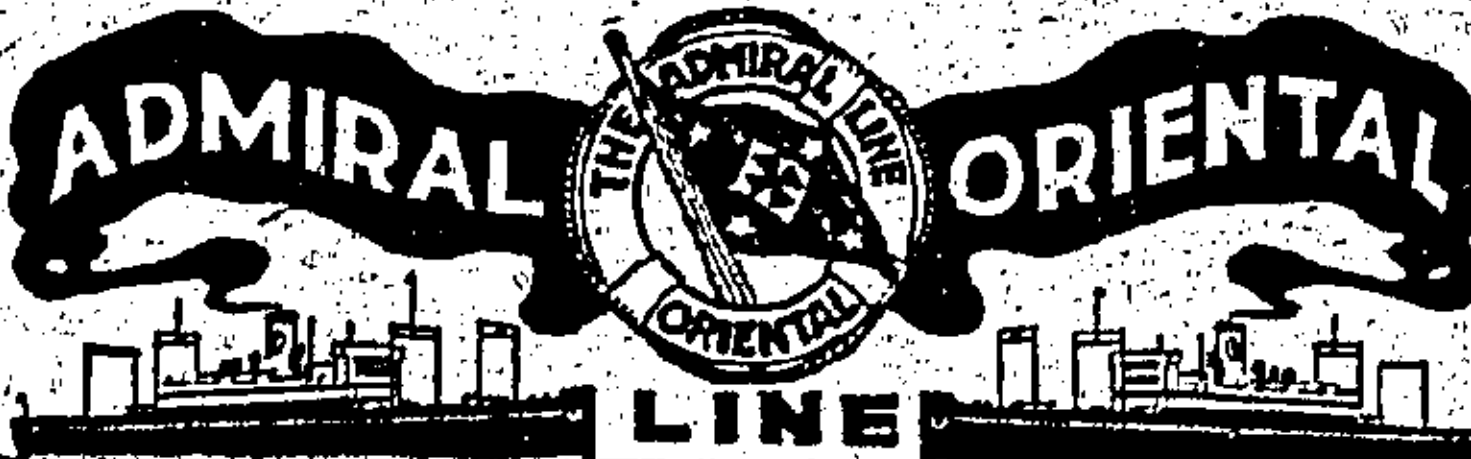
FUSHIMI MARU ... Tuesday, 4th Nov.

HAKOZAKI MARU ... Tuesday, 13th Nov.

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"CITY OF LAHORE"	4th Dec.	Marseilles, London, etc.
"CITY OF KARACHI"	29th Jan.	Do
"CITY OF KARACHI"	1st March.	Do
"TRAFFORD HALL"	11th April.	Do

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CHANTILLY	—	—	26th Oct.
PORTHOS	—	—	9th Nov.
AMAZONE	25th Sept.	27th Oct.	23rd Nov.
ANGOR	6th Oct.	10th Nov.	7th Dec.
ANGERS	21st Oct.	24th Nov.	21st Dec.
PAUL LECAT	6th Nov.	8th Dec.	4th Jan., 1925

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HAIFONG	Capt. W. S. Turnbull	Tuesday, 28th Oct.	at 12 Noon
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"SICILIA"	8,813	25th Oct. Noon	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,908	1st Nov. Noon	Mars. L'lon, A'werp, B'dam, & Hamburg.
"MALWA"	10,941	15th Nov.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"SARDINIA"	6,884	26th Nov.	S'pore, Penang, Colombo & B'bay.
"KARMA"	9,098	29th Nov.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"MANTUA"	10,902	13th Dec.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"SOUDAN"	6,886	24th Dec.	S'pore, Penang, Colombo & B'bay.
"KEIVA"	8,135	27th Dec.	Mars. L'lon, A'werp, B'dam, & Hamburg.

1925

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	10th Jan.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"SICILIA"	8,813	21st Jan.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,908	21st Jan.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"MALWA"	10,941	7th Feb.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"SARDINIA"	6,884	18th Feb.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,908	21st Feb.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"MALWA"	10,941	7th Mar.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"SOUDAN"	6,886	18th Mar.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	9,908	21st Mar.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"MANTUA"	10,902	4th Apr.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"KARMA"	9,098	15th Apr.	Mars. L'lon, A'werp, B'dam, & Hamburg.
"MACEDONIA"	11,089	22nd May	Mars. L'lon, A'werp, B'dam, & Hamburg.

BRITISH INDIA-APCAR SAILINGS

S.S.	Tons	From Hongkong (about)	Destination
"PAKADIA"	8,849	30th Oct.	Singapore, Penang & Calcutta
"TILMA"	10,000	12th Nov.	do.
"TILMA"	10,000	22nd Nov.	do.
"TAIREA"	8,800	7th Dec.	do.
"TAKIWA"	8,800	18th Dec.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	29th Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	26th Nov.	do.
"AKAFUKA"	4,000	31st Dec.	do.

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SAILINGS TO SHANGHAI AND JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	24th Oct.	Amoy, Shanghai, Moji & Kobe
"KASHGAR"	9,908	1st Nov.	Shanghai, Moji & Kobe
"TALMA"	10,000	1st Nov.	Shanghai, Moji & Kobe
"TILMA"	10,000	8th Nov.	Shanghai, Moji & Kobe
"MANTUA"	10,902	16th Nov.	Shanghai, Moji & Kobe
"TAIREA"	8,800	16th Nov.	Kobe
"KEIVA"	8,135	29th Nov.	Shanghai, Moji & Kobe
"SOUDAN"	6,886	29th Nov.	Kobe
"TAKIWA"	8,800	2nd Dec.	Amoy & Kobe
"ARAFURA"	10,000	6th Dec.	Shanghai, Moji & Kobe
"MACEDONIA"	11,089	12th Dec.	Shanghai, Moji & Kobe
"PAKADIA"	8,849	15th Dec.	Shanghai, Moji & Kobe
"TALMA"	10,000	27th Dec.	Shanghai, Moji & Kobe

1925

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe
"EASTERN"	4,000	10th Jan.	Shanghai, Moji & Kobe
"KASHGAR"	9,908	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	9,908	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"KEIVA"	8,135	17th Apr.	do.
"EASTERN"	4,000	1st May	do.
"KALYAN"	9,118	15th May	do.

All dates are approximate and subject to alteration without notice.
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Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 4 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
Agents.

22, Des Voeux Road, Central, HONGKONG

CHINA NAVIGATION CO., LIMITED.

Ports	Steamers	Date of Departure
SWATOW & SHANGHAI	"SINKIANG"	On 22nd Oct. 2.30 p.m.
SWATOW, SHANGHAI & CHEFOO	"OBEKIANG"	On 22nd Oct. 4 p.m.
SHANGHAI & TSINGTAO	"LUOHOW"	On 25th Oct. Noon
SHANGHAI & NEWHONGKONG	"TIENSIN"	On 25th Oct. 4 p.m.
AMOY, SWATOW & SINGAPORE	"KANGSU"	On 26th Oct. 2.30 p.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 26th Oct. 4 p.m.
SWATOW & SHANGHAI	"KAYING"	On 28th Oct. Noon
SWATOW & BANGKOK	"KANGHOW"	On 29th Oct. 4 p.m.
WATIAI, CHEFOO & TIENSIN	"CHINHUA"	On 30th Oct. 10 a.m.
HOIHOW, SINGAPORE	"TAMING"	On 30th Oct. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"SZECHUEN"	On 30th Oct. Noon
SWATOW & SHANGHAI	"SZECHUEN"	On 30th Oct. Noon

SHANGHAI LINE—Excellent Saloon accommodation amships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Peking), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Due Hongkong	Sails for Moji, Kobe, Osaka & Yokohama
"KUT"	—	26th Oct., D.L.
Steamer	Due Hongkong	Sails for Manila Port Banga Thursday
"OHANGSEA"	1st November	Is. Rabat & A. de Forts from Hongkong
		6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provision, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE

Telephone No. Central 38.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACE CASTLE"	...	Sails 12th November.
S.S. "EGREMONT CASTLE"	...	Sails 9th December.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO:

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "DUCHESSA D'AOSTA"	...	Sails about 20th October.
S.S. "GERANIA"	...	Sails about 22nd November.
S.S. "ROSANDRA"	...	Sails about 30th November.
S.S. "NUVIDIA"	...	Sails about 23rd December.
S.S. "VENEZIA"	...	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	...	Sails about 6th November.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th December.
S.S. "GERANIA"	...	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMBINGA"	...	Sails about 30th September.
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Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

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STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

(23 days to San Francisco, 28 days to Los Angeles)

U.S.S. "WEST CARMONA"	...	Due Hongkong 26th Oct.
U.S.S. "WEST IVAN"	...	Leave Hongkong 29th Oct.
U.S.S. "WEST IVAN"	...	Leave Hongkong 11th Nov.

Cargo accepted for Transshipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST JESTER"	...	Due Hongkong 12th Nov.
U.S.S. "WEST JESTER"	...	Leave Hongkong 14th Nov.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST FARALON"	...	Due Hongkong 28th Nov.
U.S.S. "WEST FARALON"	...	Leave Hongkong 29th Nov.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—

STRUTHERS AND BARRY.

L. EVERETT.

General Agent for

JAPAN-CHINA-PHILIPPINES

INDO-CHINA-STRAITS & J.A.V.

1st Floor, Queen's Building.

Phone No. Central 3005.

G. F. BRADFORD.

Res. Agent.

(12)

Y. K. K.

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